

## SPANISH YACHTSMEN FORCED TO GIVE UP THEIR TRIALS TODAY

Heavy Sea and Stiff North-east Breeze Prove Too Strong to Permit of Out-side Sailing.

### BOATS CONTRASTED

All the Yachts Now Out of Water and Will Not Be Launched Until Wednesday Morning.

MARBLEHEAD, Mass.—Much disappointment was expressed by the Spanish yachtsmen this morning over the fact that conditions were such here that they could not put their three yachts through the stiff try-outs which they had planned for the day. The little yachts were in the water and the sailors were all ready to go out, but there was such a heavy fog outside the Neck and the sea was so heavy that they had to give it up.

With all hope of trial sails being held during the day gone, the visitors decided to haul their boats out of the water and get the hulls in the best possible shape for tomorrow's first race. The hulls will be looked over carefully and put in fine trim.

The Spaniards are now hoping that the present sea will continue tomorrow with the heavy northeast wind moderating. They believe that under such conditions they will be able to put up a great battle. It is noticeable that the conditions that they ask for are seldom seen at Marblehead.

The boats will be put back into the water tomorrow morning at the same time as the American, so that all six of the competing yachts will have been in the water about the same time from the start to the finish of the series of races. That the Americans are satisfied that their boats are already in their best trim is evidenced from the fact that they were all hauled up on the marine railway here and are not to be put into the water again until tomorrow morning. This should leave their hulls in the best possible condition for skimming through the water Wednesday when the racing begins.

Compared with our sander racers the (Continued on Page Three, Column Four.)

## URGE EXTRA SESSION OF LEGISLATURE FOR CHANGING MILK RATE

A letter will be forwarded to Gov. Draper tonight asking for relief through a special session of the Legislature of the milk transportation rate imposed by the Boston & Maine railroad, Aug. 1.

This letter will be signed by Stanley Abbott of Wilton, N. H., president of the Milk Producers Association, who says that there is now an actual shortage of milk, that many farmers are selling their cows and raising hay instead, and that the public faces milk at 10 cents a quart unless the Saunders law is repealed at once and the proposed advance and readjustment of transportation rates by the Boston & Maine railroad is thwarted. A hearing on this rate before the interstate commission was held today in Boston.

The repeal of the Saunders law will be asked for; if this is deemed impracticable, then its modification will be demanded. Mr. Abbott says that he will ask Governor Draper not only to call the General Court in extraordinary session, but to use his personal influence with the Legislature to secure relief.

George Whiting of D. Whiting & Son, contractors doing probably the largest milk business in Boston, will (Continued on Page Four, Column Four.)

## MINNESOTA MAN REFUSES TO RUN

ST. PAUL.—In a letter received Monday by F. A. Day, chairman of the Democratic state central committee, John A. Lind of Minneapolis, who is in Seattle, and who was named for Governor by the Democratic state convention in July, says:

"I cling to my original decision to refuse to be the Democratic candidate for Governor."

Democratic leaders are looking for a suitable man.

**CITY BUILDING AT MEMPHIS.** MEMPHIS, Tenn.—Architects' designs for the third largest public edifice, outside office buildings and custom house, have finally been adopted, and the new police fire headquarters and city hall, to cost \$300,000, will shortly be let to contractors.

## Spanish Yachtsman in Charge of Visiting Yachts at Marblehead



EDUARDO DE UBA.  
Secretary Federation of S. Y. C.

## SHIP WINIFREDIAN TO CARRY COTTON FROM NEW YORK

The Leyland line steamer Winfredian, Capt. F. Shepherd, which arrived early today will go to New York to load cotton. She brought in 76 saloon passengers, and about 2000 tons of general cargo.

The Winfredian will sail for New York Thursday where she will load about 13,000 bales of American cotton out of the 250,000 held there awaiting shipment. The steamer will sail from New York for Liverpool a week from Wednesday, and will return to Boston with a large passenger list.

Among the saloon passengers was the Rev. W. D. Reynolds, who is returning on a year's furlough after 18 years missionary work in Korea. Mrs. Reynolds and family accompany him.

R. M. Scoon of Geneva, N. Y., who has just finished a four years Rhodes scholarship course at Oxford, after his graduation from Hamilton University, returned on the liner.

Among the 79 passengers returning on the liner are: Mr. Adamsop, Miss Lucy E. Allen, C. A. Babbitt, Miss Grace Billings, W. Bowles, Mrs. J. B. Brown, Miss A. H. Brown, Miss Edith Brown, Mr. and Mrs. R. W. Carlton, Miss A. T. Church, Mrs. Charles G. Copeland, Miss Katherine S. Copeland, R. C. Cordingly, Miss A. Dixon, E. Charles Druet, Miss M. H. Eckford, Miss B. M. Fairbrother, C. H. Gannon, Miss M. Gilman, Miss Frances K. Gould, Mr. and Mrs. Richard T. Greene, Miss M. A. Greene, Mrs. Josephine Guio, Miss Esther Harmon, Miss Hazen, W. E. Henderson, the Rev. L. B. Holsapple, Miss Augusta M. Houghton, Miss A. Joliffe, Mr. and Mrs. C. M. Lawrence, Miss Lawrence, Mrs. F. H. Learned, Mrs. S. H. Lewis, Mr. and Mrs. F. Loy, Robert E. Morse, Miss K. Morse, Mr. and Mrs. Franklin Padelford, Miss Helen Padlock, Miss Irene Padlock, Miss Ella H. Plunkett, Mr. and Mrs. M. Pollard, the Rev. and Mrs. W. D. Reynolds, Miss M. D. Richardson, Miss Edith Roberts, W. R. Rogers, Francis Rogers, R. M. Scoon, Miss Shoolbred, W. Simpson, Mr. and Mrs. H. Monmouth Smith, Mrs. Frederick Tudor, David Warriner, Mrs. F. L. Weaver, Miss N. L. Weaver, Miss L. M. Welch, Miss A. M. Whitehead, T. Whitworth, Mr. and Mrs. E. F. Wilder and Miss Mabel Willur.

### NEW RESTELLI CLEW TODAY.

Chief of Police Frank E. Burrell of Quincy today received a telegram from Albany signed "Citizen of Quincy," stating that a man suspected of being Louis Restelli, the Italian quarryman, who recently killed two citizens of Quincy and wounded four others, was observed boarding a train which left Albany for the West early today. The telegram described the suspect and stated that the train was due in Syracuse at 10:05 a. m. Chief Burrell immediately telegraphed the Syracuse police asking them to board the train upon its arrival in that city and ascertain whether the suspect was the Quincy quarryman. Chief Burrell today also received a telegram from Chief of Police Duncan McEachern of Sydney, Cape Breton, saying that a resident of that town who recently sent notices to the Quincy police that a man resembling Restelli was then in Sydney and who signed himself "Griffin," was found today the victim of a tragedy. The telegram implied that the man had been murdered. Chief Burrell also received a telegram this afternoon from Columbia Falls saying that there was being held there a man resembling Restelli. The telegram was signed "C. H. Grant, sheriff." He has been asked to telegraph a detailed description of the suspect.

## NEW AVIATION MEET GRANDSTAND FOUND TO BE A NECESSITY

Manager Claffin Working on Scale of Prices Which Will Probably Be \$1 for Admission, Seating Extra.

### BALLOON MEN ENTER

A new grandstand has become a necessity at the grounds of the Harvard-Boston aero meet at Atlantic, so numerous have the requests for reservations been, according to the manager of the meet, Adams D. Claffin. Mr. Claffin has received in the first set of requests over \$500. He has not yet completed the scale of prices, but it is certain that the admission to the grounds will be \$1 and the seating and automobile spaces will be extra.

The new grandstand, Mr. Claffin says, will be erected at the further end of the field proper facing toward the starting point and almost at right angles to the present stand and judges' stand now under construction. The admission to the new stand, Mr. Claffin thinks, should be 50 cents for each seat.

A high, wire-mesh fence is being placed around the field proper and the lumber for the different stands is coming in rapidly. It is expected that the large tents for the exhibitors and their vehicles will be left until the last.

Some of the leading figures in aviation in this country are at the hotel Touraine. At 2 p. m. they will take a trip to the grounds at Atlantic and go late in the afternoon to the aviation quarters, 164 Washington street. All are enthusiastic as to the Harvard-Boston aviation meet.

C. F. Willard thinks this will be a bigger affair than the international meet in New York in October.

Clifford B. Harmon, president of the National Council of the Aero Club of America, which was recently organized to control the whole field of aviation, Capt. T. S. Baldwin of Hammondsport, N. Y., Chairman C. J. Glidden of the contest committee, Manager Claffin of the meet, W. A. P. Willard, Jr., of Boston, and J. V. Martin, manager of the Harvard Aeronautical Society (the last three are the executive committee of the meet), A. A. Merrill and Hugh Baneroff of the contest committee, and C. F. Willard, the aviator, were among the party gathered at the Touraine.

Mr. Willard has just come from Minn. where he has been trying out with Mr. Curtiss a new machine which it is hoped to use at the coming meeting. In (Continued on Page Four, Column Two.)

## HOSPITAL TODAY REPORTS MAYOR GAYNOR BETTER

New York Executive Instructs Son to Buy Toys for Orphan Children in the Institution.

HOBOKEN, N. J.—Mayor Gaynor was reported to be improving at St. Mary's hospital today. It was stated by Secretary Adams that he slept from 10:15 last night until 3 o'clock this morning. He then stayed awake until 5:30 o'clock, when he again went to sleep and was still sleeping at 8:45 a. m.

Corporation Counsel Watson and Secretary Adams, who spent the night at the hospital, agreed that the situation was as good as could reasonably be expected. "The mayor is getting better fast," said Mr. Adams, as he left the hospital for breakfast.

Rufus Gaynor, the mayor's son, dropped in on his colleagues in the city hall Monday.

"I've got to go out and buy a bunch of toys to take over to the hospital in Hoboken," said the young man to some reporters. "It's dad's orders. There are a lot of orphan children over in the hospital, and father wants to do something to make them happy."

## ROBERT T. PAINE VOTED A TRIBUTE

The Wells Memorial and Peoples Institutes today announce that their managing committees jointly have adopted resolutions paying tribute to the life work of Robert Treat Paine.

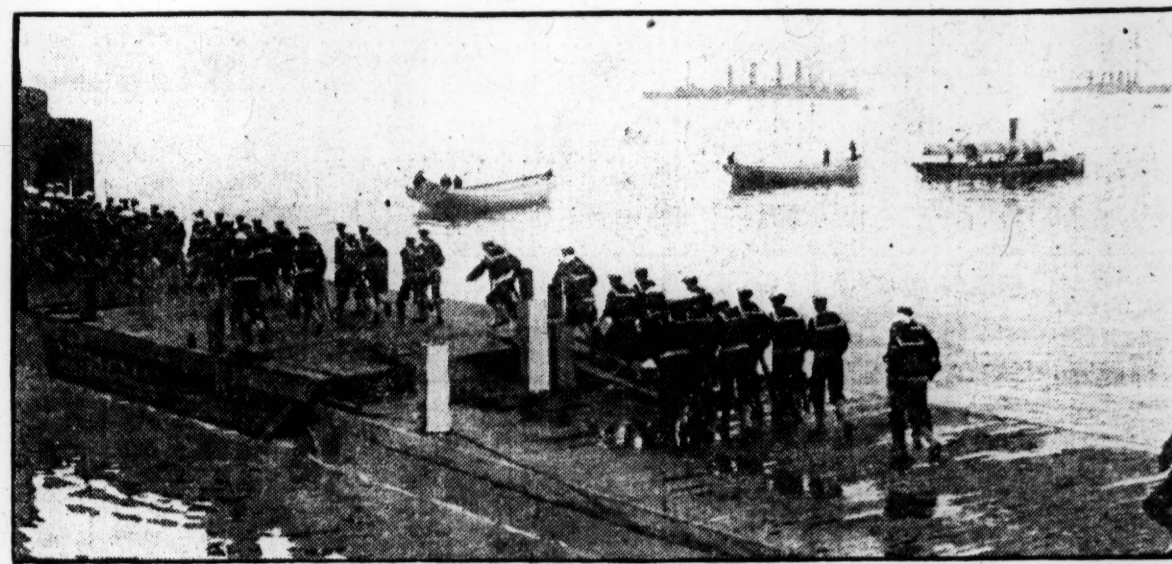
These committees in this expression say that in the passing of Mr. Paine the wage earners of this city lose not only a well-tried and valued friend, but one whose splendid intellectual abilities, wealth and personal service were given freely and wisely to the great problem of improving the condition of mankind. "Our tribute today," they say, "is a real one, not to a professional philanthropist, but to a personal and loving friend, to whom no interest or sorrow of ours was ever trivial or foreign."

### STANDARD OIL DIVIDEND.

NEW YORK—The directors of the Standard Oil Company of New Jersey today declared a quarterly dividend of \$6 a share. The dividend is payable Sept. 15.

## Newport Entertaining Atlantic Fleet Today

"Progressive" clambake starts tomorrow by which all the sailors are to be treated to Rhode Island delicacy served in shore style.



AMERICAN SAILORS LANDING FOR "SHORE LEAVE."

A day on terra firma is one of the delights that come to the men who man the big battleships of the United States navy. In a famous city like Newport the pleasure is greatly increased.

## Thirty-Six Hundred Men of North Atlantic Battleships Are Given Leave to Visit City Daily.

### GAY DECORATIONS

NEWPORT, R. I.—There has never been a celebration in this city in which the summer residents, natives, and the city government was so much of a unit as the entertainment being provided today and every day this week in honor of the visit of 12,000 sailors of the United States navy and 14 battleships comprising the North Atlantic fleet in command of Rear Admiral Seaton Schroeder.

Thirty-six hundred sailors are on shore leave in Newport today. Tomorrow and every day until Monday, when the fleet takes its departure, the same number of men will be permitted to visit the city.

Acting Mayor Shepley will pay his official visit to the admiral tomorrow afternoon at 2 o'clock. At that time the acting chief executive of the city will be accompanied by Senator George Peabody Wetmore, Representative William Paine Shillfield and Collector of the Port Robert S. Burlingame.

This visit will be followed immediately by the admiral's visit to the mayor at the city hall. When Admiral Schroeder lands at the government wharf with his staff he will be met by the city reception (Continued on Page Five, Column One.)

## TROOPS ON DUTY IN COLUMBUS TO ACT AS RESERVE

Not to Interfere With Police in Preserving Order in Car Strike, Unless Situation Gets Beyond Control.

COLUMBUS, O.—It was made clear by the military authorities today that troops will not be used in patrolling street car tracks during the strike. The police will be expected to go ahead as though the militia were not in the city and endeavor to preserve order. A militia will stand back until there is real need of a larger force to cope with any situation.

The first regiment of infantry reached Columbus from Cincinnati this morning and pitched camp in the State House grounds. The first regiment consists of 10 companies and a machine gun section. Captain Bush, commanding the battery, has the guns lined up on the north side of the State House.

Two automobiles bearing rapid-fire guns, a couple more filled with militiamen armed with riot guns, and an automobile truck equipped with a powerful searchlight, and two machine guns were on duty throughout the night.

Safety Director McCune today dismissed from service 33 regular patrolmen who joined in revolt last Friday night when ordered by Mayor Marshall to ride street cars during the riots. The men were charged with insubordination and all pleaded guilty.

### MR. GRISCOM DENIES REPORT.

NEW YORK—The state committee meeting today was the subject of conferences of the leaders Monday evening, and there is some curiosity to learn what Lloyd C. Griscom, president of the county committee, will say as the result of his conferences with President Taft and Mr. Roosevelt. Mr. Griscom says he did not go to Sagamore Hill as an emissary of the President.

### PATRONS OF HUSBANDRY OUTING.

MONTCLAIR, N. J.—Farmers of Essex, Morris and Union counties will hold their annual outing in Verona Lake park, near here, Thursday. The outing, which will be the thirtieth under the auspices of the Patrons of Husbandry, will attract thousands of grangers with their families.



CASINO GROUNDS AT NEWPORT.

Here the tennis championships are being played this week, which adds largely to the social festivities during the stay of the fleet.

## GRAND ARMY POST PROPOSES TO HONOR EMANCIPATOR BY NEW STATE NAME OF LINCOLN

Newton Members of the Organization Adopt Resolutions Expressive of Their Desire for Such Action and Urge Department Commander to Further the Movement.

A movement to have the name of Abraham Lincoln commemorated by giving the name of "Lincoln" to the latest state to be admitted under the name of Lincoln, in honor of Abraham Lincoln.

"Resolved, That we suggest to the commander of the department of Massachusetts that he take the matter up with the various posts of this department for their endorsement, and that proper steps be taken to bring it to the attention of the competent authorities at an early date, in the name of the Grand Army of the Republic."

## OPPONENTS OF MR. BALLINGER AND SPEAKER CANNON FIND BIG OBSTACLES TO BE OVERCOME

BEVERLY Mass.—President Taft's advisers are beginning to realize that the task of securing the elimination of Secretary Ballinger and Speaker Cannon from their respective positions and the restoration of harmony between opposing factions in the Republican party is a larger one than they had thought it would be.

As far as Secretary Ballinger is concerned, he is apparently as unmovable as a rock. He has been at any time since he entered the cabinet. There seems to be no reason to doubt his purpose to remain at his post until the President personally asks him to quit.

That does not mean necessarily that Secretary Ballinger will remain indefinitely in the cabinet, but an analysis of conditions shows it may not be practicable to get him out by Sept. 15. In fact, there are tremendous obstacles in the way. It is said that, first and foremost, the President, under all the circumstances, cannot ask Secretary Ballinger to resign, and therefore his ten-advancers are beginning to realize that the task of securing the elimination of Secretary Ballinger and Speaker Cannon from their respective positions and the restoration of harmony between opposing factions in the Republican party is a larger one than they had thought it would be.

### ORGANIZE COLORED VOTERS.

WASHINGTON—For the purpose of cooperation with the Republican national congressional and state committees in the work of organizing the negro voters in close states and congressional districts, the Administration Republican Club has called a national convention of negroes to meet in this city on Sept. 19 and 20.

### NEW YORK PARTY LOVE FEAST.

NEW YORK—Chairman Dix of the Democratic state committee is sending out invitations for a dinner and conference to be held here Sept. 8. Mayor Gaynor, it was announced, would be a guest in case his condition permitted. About 150 Democrats will participate.

### DEDHAM MILLS ARE BUSY.

DEDHAM, Mass.—The carpet mills of the Cochrane Manufacturing Company, which were recently damaged by fire, are now being run almost to capacity output. Much of the damaged machinery has been replaced, and more is being set up every day.

### RANGER IS DUE TOMORROW.

Word was received in Boston today from Gloucester that the Massachusetts training ship Ranger would arrive in that port Wednesday forenoon. On Wednesday afternoon the Ranger will proceed to Provincetown, and from thence to Hampton Roads. From that point the ship will come direct to Boston.

### SPANISH STEAMSHIP SINKS.

GIBRALTAR—Thirty-two of the passengers and seven of the crew of the Spanish steamship Martos were drowned today in the sinking of the ship off Tarifa Point. The Martos was in collision with the German steamer Elsa in a dense fog.

### NEW BOSTON WAR ENGINEER.

The artillery district of Boston now has a permanent engineer, Capt. Francis Lincoln, an honor graduate of the artillery school, Ft. Monroe, Va., who today reported to Col. Robert H. Patterson. Many contemplated improvements are now expected to materialize.

## REPUBLICAN LEADERS SPEAK AT BIG OUTING HELD AT NANTASKET

Occasion of the Gathering Is the Banquet of Plymouth County Club to Discuss the Outlook.

### HARMONY KEYNOTE

Addresses by the Governor and Lieutenant-Governor, Speaker of the Legislature and Others on State Topics.

Nantasket beach is swarming with prominent politicians of the state today who are present to attend the annual outing and banquet of the Plymouth County Republican Club. The chief purpose of the meeting this year is to unite all the Republicans of the county in a common party policy and wipe out the disaffection that was caused during the campaign for the special election in the fourteenth congressional district in the spring.

At today's gathering Senator Henry Cabot Lodge, Governor Eben S. Draper, Lieutenant-Governor Louis A. Frothingham, Congressman Frederick H. Gillett and Speaker of the House Joseph Walker are the chief speakers on questions of vital interest to the politicians of the state and of Plymouth county in particular.

Other prominent men who are present and who will be called upon to speak are Elmer L. Curtis of Hingham, Senator Melvin S. Nash of Norwell, Representative Harry E. Mapes of Cohasset, Representative Clarence V. Nickerson of Hull and Col. John J. Whipple of Brockton.

The banquet was served in the Rockland house at 1 o'clock with about 300 seated around the tables. At the head table were the speakers and Dr. Frank C. Wheatley, who presides at the speaking-making following the dinner.

The politicians began to arrive early this morning, coming by trolley, boat and automobile, and by 11 o'clock fully 200 were present. A delegation from Boston, including Chairman Charles E. Hatfield and Secretary Charles S. Groves of the Republican state committee, came down on the 12:20 o'clock boat from Boston.

Beside the congressional situation in the fourteenth district, which is becoming complicated through the efforts of friends of William R. Buchanan to run him as the Republican candidate for the nomination again this year against Judge Robert O. Harris, there are several interesting contests in the senatorial and representative districts which are giving the party leaders concern. It is understood that with the assistance of many state leaders who are expected at the meeting an attempt will be made to bring about harmony in the districts where there are disputes within the party.

## Speaker Walker Pleads for Harmony in the Party

Speaker of the House Joseph Walker confined himself to national issues with relation to the Republican party. He said in part:

There exists today a tendency in both of our great political parties to break up into smaller groups. I believe that, if this should happen, our system of government would be greatly impaired. Under our party system this country has grown rich and powerful, law and order have been maintained, petty revolutions and coups d'etat are unknown, the rights and the liberties of the individual are secure.

It is the part of real statesmanship, therefore, at this time to ally and not to foment strife within the party. It is the clear duty of thoughtful and responsible men in both parties to harmonize and not to exaggerate differences of opinion.

The Republican party up to the present time has been a coherent organization with principles and policies designed for the public good. The differences of opinion which now exist in the party are not fundamental.

The quarrel over the tariff is not a quarrel over the principle of protection, but rather a dispute as to its proper application. If any of the duties laid by the Payne-Aldrich tariff law cannot stand in the light of the facts they must be and they will be changed from time to time and schedule by schedule until they are made to conform to the true principle of protection.

I trust, however, that never again will there be another general revision of the tariff by either Republicans or by Democrats, based as it always is upon trades between conflicting interests, and accompanied as it always must be by serious disturbance of business.

Let there be harmony, then, and not discord among Republicans upon the tariff question, to the end that we save the business interests of the country from another general revision of the tariff.

The great political and economic question of the day is not how to pile up (Continued on Page Four, Column Three.)

## SEND YOUR "WANT" AD TO THE CHRISTIAN SCIENCE MONITOR

If you are looking for employment, or  
for an employee  
The Monitor offers you an opportunity  
to supply your need without the  
expense of advertising.

THIS OFFER DOES NOT APPLY TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

## THE MONITOR EMPLOYMENT BUREAU

IT WILL BE RUN FREE  
ONE WEEK  
ON THE CLASSIFIED  
AD PAGE

FULL NAME AND ADDRESS OF ADVERTISER MUST BE FURNISHED OR ADV. WILL NOT BE CONSIDERED.

Name.....  
Street.....  
City..... State.....

Write your advertisement on this blank  
and mail direct to The Christian Science  
Monitor, Boston, Mass.  
The Christian Science Monitor is  
read in every city in America.

# News of the World Told by Cable and Correspondence

## THE SITUATION IN SPAIN

(Special Correspondence of The Monitor.)  
LONDON—The King and Queen of Spain, after a brief visit to London, have left for the Isle of Wight, where the King will probably spend some 10 days before returning to Madrid. The period of his majesty's visit to London was occupied almost entirely with the usual social functions. He, nevertheless, found time to see a good deal of the capital on foot without attracting the attention of the people in the streets. One active press man, who succeeded in getting a snapshot of him as he was walking in Piccadilly, was surprised to be asked, in excellent English, the question, "Well, did you get it all right?"

Meantime, affairs in the peninsula are approaching somewhat of a crisis. The ministry of Senor Canalejas is determinedly holding its own in the struggle with the Vatican. The question has now become a matter of personal prestige for the prime minister, and, added to the fact that he is undoubtedly sincere in his wish to carry out the so-called reforms, which in reality are only an administration of the existing law, is the further fact that this amour propre is at stake.

The exact backing up the prime minister possesses is somewhat uncertain. The King, who dismissed Senor Moret, nobles volens, has it undoubtedly in his power to put an end to the Canalejas ministry at any moment. If, as is surmised, the real power behind the throne is Senor Maura, and if the present Cortes was undoubtedly made by a bargain between that minister and the present prime minister, it should be quite possible for Senor Maura to again seize the reins of power, whenever he considers the precise psychological moment to have arrived. Of course, the disturbing factor in the situation lies in the 54 deputies and the socialists, who, as a matter of fact, should rather be described as a Labor party, who have been returned to the Cortes in spite of the agreement between Senor Maura and Senor Canalejas. Senor Canalejas, in most emphatic manner, has repudiated any intention of creating a bloc with what may be termed this advanced left wing, and this may be part of the policy agreed on. Should he, however, be forced to a close alliance with this wing, it may prove less easy to unseat him, than it has proved to unseat prime ministers in the past. The determining factor is in reality the stock exchange, and the stock exchange is practically in the hands of the Catholic party. If the Catholic financiers were to throw over the prime minister, he would find his position impossible, unless he has had the foresight to secure it by some agreement with the bankers in one of the other European capitals. If such an agreement exists, the position of the prime minister may be much stronger than the Conservatives imagine.

The ministry itself shows no sign of weakening in the face of the Catholic agitation. It has declared that the demonstration at San Sebastian shall not be allowed, and it is taking precautions to seize the trains and ships by which the demonstrators would have reached the town. Of course this agitation has again roused the hopes of the Carlist party, for the Carlist party is essentially clerical in its politics. The fear of a revolution, however, is not for a moment seriously entertained, and

## AT THE THEATERS

### BOSTON.

AMERICAN MUSIC HALL—"Quincy Adams Sawyer."  
COLONIAL—"Three Million Dollars."  
GRAND OPERA HOUSE—"The Shoemaker."  
KEITH'S Vaudeville.  
MAJESTIC—"The Merry Widow."

### NEW YORK.

ACADEMY—"Rip Van Winkle."  
AMERICAN Vaudeville.  
ASTOR—"Seven Days."  
CRITERION—"The Commuters."  
GARRICK—"Love Among the Lions."  
GAIETY—"The Fortune Hunter."  
GLOBE—"The Echo."  
HACKETT—"The Marriage of a Star."  
HAMMERSTINE'S Vaudeville.  
KEITH & PROCTORS Fifth Avenue Vaudeville.  
KNICKERBOCKER—"The Arcadians."  
LYRIC—"The Brass Bottle."  
LYRIC—"The Chester."

### CHICAGO.

AMERICAN Vaudeville.  
COLONIAL—"Madame Sherry."  
CORT—"Jumping Jupiter."  
GARRICK—"Are You a Mason?"  
GRAND OPERA HOUSE—"Jim the Penman."  
ILLINOIS—"The Girl of My Dreams."  
LYRIC—"The Midnight Song."  
MAJESTIC Vaudeville.  
POWERS—"Her Son."  
PRINCESS—"Rube Mine."  
STUBBINS—"The Old Town."  
WINTER—"My Cinderella Girl."



(By permission of the Daily Graphic.)  
THE KING AND QUEEN.

Spanish rulers were leaving the Ritz hotel to visit King George at Marlborough House.

the prime minister has publicly stated his opinion that all reports of such a description are in the nature of canards. Of course rumors of every description are in the air, but these may be taken with something considerably more than the proverbial grain of salt. There seems no reason to believe that the government is not for the time being complete masters of the situation, or that they will not remain so in spite of all the protests their policy may have aroused.

## PANAMA RAILROAD MAY BE MADE TO RUN ON "HIGH LINE"

CULEBRA, Canal Zone.—The Panama railroad may be made to run on the so-called "high line" east of Gold Hill and the Culebra cut, instead of through the cut as decided upon previously. The chief engineer of the railroad has been directed to make a survey for a relocation between Gamboa bridge and Pedro Miguel along the "high line" after which the question will come up for decision. The present location is along the berm (the horizontal ledge or bench along the canal), 95 feet above sea level. Although this berm is part of the canal project, it was decided, on recommendation of a committee appointed in July, 1908, to devote it to railroad uses, in the belief that it would be the most economical location.

A committee appointed to consider engineering problems on the relocated line has reported in favor of the change to the line around Gold Hill, in view of present conditions. The "berm line" was decided on chiefly for reasons of economy, based upon information then available, with the proviso that should future developments indicate the undesirability of this route, there would be ample time to consider the adoption of another one.

Among the cogent reasons for contemplating a change now is the difficulty of access to a "berm line" track, so far below the level of the natural ground between Gamboa and Pedro Miguel which consideration has become emphasized and has assumed greater relative weight.

It has become obvious that a combined railroad and highway bridge must be erected over the canal at some convenient and available point, such as Empire, "not only for the development of the zone west of the canal," declares the committee, "and the convenience of its inhabitants, but also to afford uninterrupted railroad communication across the canal to any railroad that might be extended to the Canal Zone from the northwest, either a Panamanian railroad or the long projected Pan-American railroad." If such a bridge is built the "berm line" railroad along the canal would be too far below it to be able to make use of it, and the connection with the bridge on the east side would have to be effected by means of a branch from the relocated line either at Gamboa or Pedro Miguel.

Construction exigencies that arise as

the work goes on make it impracticable to keep a "berm line" road free from interruptions until after the banks have taken their final slope, which cannot be until after the completion of the canal.

By doing away with a "berm line" road save for construction and maintenance work only it may be possible to dispense with a greater part, if not all, of the concrete retaining walls through which Culebra cut, the construction of which was contemplated originally. The estimate for these walls, made in December, 1908, was \$4,000,000, while there is doubt as to their necessity and permanent value if the "berm line" route of the Panama railroad is eliminated.

## Adjournment of the British Parliament

(Special Correspondence of The Monitor.)  
LONDON.—The parliamentary session, which opened in a storm, has been adjourned in a calm. In spite of the attempt of the stalwarts on both sides to get up a miniature constitutional battle on the subject of whether the Lords' amendment of November for September should be inserted in the small holdings bill, the adjournment took place in a complete absence of excitement. The Lords, in considering this bill, had extended the period during which claims could be made by farmers for disturbance for land taken for small holdings, from the first of September to the first of November. The Commons returned the bill with November struck out and September reinserted. The Lords once more struck out September and replaced it by November. When the bill again reached the Commons, it was within a few minutes of the time fixed for the adjournment of the houses. The Radical stalwarts and the leader of the Labor party were for fighting the Lords and losing the bill, but the great majority of the party were in favor of agreeing to the Lords' amendment rather than losing the bill. Within two minutes of the end of the session, the stalwarts were induced to give way, and the bill passed the house as amended. It was a fight between the clock on the one hand, and

the Radical party on the other, and the clock won.

It has been an extraordinary session. At one period the hopes of the Ministerialists were as low as possible, and there were rumors of a revolt from Mr. Asquith's leadership. In the end, Mr. Asquith succeeded in entirely reasserting his authority, and at no time since his election to lead the party has his power been more pronounced than at the present moment. Only a man absolutely secure of his authority could have brought about the conference on the constitutional question between the two houses. The Labor party, the Irish, the left wing of the Ministerialists, were alike against it, and every effort was made night after night by the leaders of the advanced Radicals to ruin the prospects of an agreement. Mr. Asquith's attitude was that of a really strong man. His attitude was uncompromising, and the Radical leaders began gradually to realize that their efforts were becoming more ridiculous as his answers became less satisfactory to them.

It is an open secret that the conference was inspired by the King. It was his first effort to avert a political contest of great magnitude, and whatever the result, the meeting of the conference will not have been without effect. All through the long and bitter debates on the budget and the question of the

## GERMAN ENGINEER INVENTS AIRSHIP OF NOVEL DESIGN

(Special to The Monitor.)

BERLIN.—An airship of a decidedly novel design has been invented by an engineer in this country. Perhaps the most important advantage claimed is that in an airship of this design the escape of gas would be 2000 times less than in the case of an ordinary balloon. This novel dirigible is made entirely of wood, the balloon itself consisting of three layers of Canadian pine. It is reported that the length of the airship is 400 feet, the diameter 45 feet, and that its motive power is supplied by two 75-horsepower engines. It is well known that wood is an excellent non-conductor of heat, and it is owing to this feature that the inventor claims that so small an amount of gas will be able to escape.

Should the designer's anticipations prove correct we will certainly have done much to make it possible to undertake flights of a very great length, and he is said to be confident that a dirigible manufactured according to his design would be capable of remaining in the air for weeks together. In the event of its being possible to carry a sufficient amount of petrol, voyages across the Atlantic or the Pacific oceans should therefore be within measurable distance of being accomplished.

BRUSSELS.—It is announced that M. Tyck of Antwerp has broken the European high record at the Stocken aviation ground. He attained an altitude of 5500 feet but failed to return to the spot he started from. Another aviator, M. Lanzer, then went to look for him and eventually discovered him at Camphout, where he had successfully landed.

## FRANCE TO PAY GOOD PRICE FOR WINNING SCHEME

PARIS.—The transport department of the various chambers of commerce in the south of France, which is pledged to further the development of the interior navigation in the Rhone valley and on the waterways which flow into it, has got together more than £50,000 to be used as a compensation and the competition of all serious engineers, is invited. The object of the competition is to produce the best scheme for the improvement of the navigation between Lyons and Arles either by means of a lateral canal for navigation purposes only, following a route different to that already proposed by the government department of roads and bridges, or by certain modifications of this plan. Three prizes are offered: First, 20,000 francs; second, 12,000 francs; and third, 8,000 francs. The competition remains open until June 1, 1911.

## BRITISH OFFICIALS ARE SATISFIED WITH AMERICAN SCHEME

(Special to The Monitor.)

LONDON.—According to Renter's agency the position of affairs with regard to the American scheme for assisting Liberia financially is as follows:

"The issuing house of the British, 1907, loan has been approached, and has not objection to the proposed financial scheme so long as British capital does not suffer. The German issuing house, the Oost Afrikaansche Compagnie, of Rotterdam, the only Dutch trading house in Liberia is financing the Netherlands part of the loan which will probably be an eighth of the entire issue, and is negotiating with an Amsterdam bank on the subject. It is not yet definitely known who will be the British and French issuing houses.

"Conferences are in progress between Mr. Falkner, the Liberian minister, the American ambassador, and the various financial interests concerned. The Liberian minister is also negotiating with the British and French government on the question of the American proposal as a whole. The British foreign office has expressed its entire satisfaction at the scheme put forward by the United States for dealing with the difficult situation in Liberia."

## RULERS WILL MEET.

(Special to The Monitor.)

BERLIN.—According to official reports, the Czar and the Czarina are expected to arrive at Friedburg on the 24th inst. It is also said that the Czar of Russia will meet the Emperor William some time during the course of next month.

## GERMANY WILL NEGOTIATE NEW JAPANESE TREATY

(Special to The Monitor.)

BERLIN.—The existing commercial treaty between Germany and Japan expires on July 17, 1911, and it is announced that negotiations in connection with the new commercial treaty between the two countries will be held during the course of the next month. The government will avail themselves of the assistance of the German ambassador to Japan who is now in Germany when drafting the treaty, which will, it is expected, be ready for presentation to the Reichstag in January of next year.

## SENATOR ROOT AT PARIS.

PARIS.—United States Senator Elihu Root has arrived here from The Hague, where he took part in the Newfoundland fisheries case before the international arbitration tribunal. He is the guest of Ambassador Bacon.

## BERLIN NOTES

(Special Correspondence of The Monitor.)

BERLIN.—The conference of Herr von Kiderlen-Waechter, the newly appointed secretary of state for foreign affairs, with Count Aehrenthal, the Austrian foreign minister, which recently took place at Marienbad, is the subject of warm appreciation in the Norddeutsche Allgemeine Zeitung, the official organ of the government. Not only has the solidarity of the triple alliance been still further increased, but the bulwarks of peace toward all nations have been strengthened. Herr von Kiderlen-Waechter is welcomed with extreme sympathy by the Norddeutsche Allgemeine, as an eminently capable leader of Germany's foreign affairs. A parting word of appreciation to Baron von Schoen, the ex-secretary, is also expressed. Despite all rumors to the contrary, Herr von Tirpitz, the head of the marine department, is remaining in office, and this, I learn, by the Kaiser's direct wish. Admiral von Tirpitz is popularly considered inimical to an understanding with England upon the armament question, but the supposition is ungrounded. By the next general election the attitude of the German government toward the new expenditure for the navy will be ascertained, and this will also reveal its attitude in the matter of an understanding with Great Britain.

## New Socialistic Victory.

The Social Democrats have gained another victory at the recent Reichstag by-election at Cannstatt in Wurtemberg. Dr. Hieber, the National Liberal member, who had held the seat for nearly a dozen years, has been compelled to give it up, and a hot contest took place in the district, which has been liberal for three decades. Herr Keil, a member of the lower house, was finally elected with a majority of over 4000

## AMNESTY BY CZAR ON TRICENTENARY OF RULING FAMILY

ST. PETERSBURG.—Amnesty by the Czar on very wide lines is expected in token of the three hundredth anniversary of the rule of the Romanoffs in 1913. This is the confident announcement of the leading Liberal newspapers, and it is generally credited in political circles.

This authority says that not only will many political offenders be set free at that time, but their rights of citizenship will be restored. Such amnesty will be extended to political prisoners who did not resort to terrorism. On the day that amnesty is proclaimed trials of offenders of this class will cease, and the accused will be set at liberty. Terrorists now serving sentences will enjoy considerable commutation of their terms. They will not again be invested, however, with rights of citizenship. The sentences of many criminal offenders will be shortened and on a small proportion of them citizenship will again be conferred. It is believed to be the Czar's purpose on this occasion to repair as far as he may the harrowing work of his agents, who have been "quieting" revolutions by shocking means.

## CUBA WATCHES COLONEL JANET.

KINGSTON, Jam.—Two detectives of the Cuban government staff are here shadowing Colonel Janet, the Cuban leader, who arrived at Port Antonio in a sloop July 20, having left Cuba at the time of the abortive insurrection started by General Miniet near Santiago.

## CANADIAN GENERAL STAFF HEAD.

LONDON.—Maj. Gen. J. Colin Mackenzie, C. B., has been appointed chief of the general staff and first military adviser to Canada. He is now in command of the sixth infantry brigade at Aldershot.

## COMPULSORY SERVICE IN SPAIN.

(Special to The Monitor.)  
MADRID.—A bill establishing compulsory service for all Spain has been approved in principle at a council of ministers held recently.

There were, it is true, occasional moments of excitement, as during the discussion on the second reading of the woman's franchise bill; those, however, were incidents. From the opening of the conference down to the adjournment of the House, the session has without doubt been one of the least interesting, even if far from one of the least important, in the history of Parliament.

votes. This is but another proof of the wide spread of the Democratic party, Wurtemberg having been hitherto far less extreme than Prussia.

## Gross and Perseval Dirigibles.

Public opinion has long given the preference to the dirigibles of Major Gross' and Major von Parseval's construction over that of Count Zeppelin, and the authorities are following suit. The Kaiser even, who was one of the most enthusiastic admirers of the colossal "Zeppelins," is devoting of late more attention to the other systems. Another proof of the reliability of the Gross "Military III" was given last week. She started from Berlin with six passengers besides the usual complement of engineers and mechanics, and, steered by Major Gross himself, made a splendid "passage" against contrary winds to Gotha. There she remained for a day or two, and returned to Berlin on Saturday, covering nearly 2000 miles in six hours. She passed over Erfurt and took her course along the railway to the delight of the passengers. An equally successful voyage was made about the same time by the "Parseval" No. 6, which left Bitterfeld for Munich, via Leipzig, where crowds of cheering people assembled in the streets and squares. The "Parseval" No. 6 stopped at Bayreuth en route.

## A Practical Innovation.

Owing to the ever-increasing number of American and English visitors in Germany, the authorities in several large cities have decided to engage as cab-drivers men who can speak English. Munich has already quite a large number of English-speaking "droschkenkutschers," who wear a badge with two American and English flags.

## CRUISERS REACH YOKOHAMA.

YOKOHAMA.—The American cruisers Charleston and New Orleans, under command of Rear Admiral Hubbard, are at Yokohama. The cruisers have visited Chemulpo, Korea, and the admiral and his staff were entertained at the American consulate at Seoul.

## To New Bedford

AND  
RETURN

35 Cents for  
Three Minutes

—FROM—  
BOSTON

Do you know of a quicker or more economical method of doing business? Try it today. Ask for the Toll Operator and she will connect you with the person wanted.

NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY.

**ORIENTAL RUGS**  
GOOD VALUES ALL THE TIME.  
MAY WE SHOW YOU?  
Charge accounts solicited. Mention The Monitor.  
WALTER M. HATCH & CO.  
48 and 49 Summer St.

**HALL CLOCKS**  
and **MANTEL CHIMES**  
**FOLDING WATCHES**  
**PRATT**  
53 FRANKLIN ST., BOSTON.

**BOSTON TO NEW YORK \$2.25**  
By Trolley and Boat  
Special through car  
Leaves Post Office  
Square, Daily and  
Sunday at 9 p. m.  
Tickets and information  
at Pass. Dept. 9 C. St. Bz.  
Co., 309 Washington  
Street.

To Providence or Fall River 75¢

# Leading Events in Athletic World Doubles Are Postponed

## NATIONAL DOUBLES CHALLENGE ROUND POSTPONED TODAY

First Upset of Tournament Happened This Morning When T. R. Pell Defeated Wallace F. Johnson.

### HOPE FOR SINGLES

NEWPORT, R. I.—On account of the condition of the courts at the Casino this morning, the executive committee of the United States Lawn Tennis Association decided to postpone the challenge round in doubles until a pleasant day. Every effort was made this morning to get the court in shape for singles matches, and it was hoped that some progress could be made in this department of the big tournament before night.

The doubles for the national title of 1910 are between H. H. Hackett and E. B. Alexander, the present champions and T. C. Bundy and Trowbridge Hendricks, the Pacific coast champions who recently won the right to meet the holders.

While the challengers have shown some fast tennis and have defeated the champion teams of the East, South and West, it is not thought that they will be able to wrest the title from the present holders who are playing again in their old-time form.

One of the first matches started this morning was that between T. R. Pell of New York and Wallace F. Johnson, the University of Pennsylvania intercollegiate champion, and it resulted in a decided upset, the first of the tournament. Pell winning in three straight sets, 7-5, 8-6, 6-4.

While the plying of Johnson was not up to the form shown by him last year, it must be said that Pell played a remarkably strong game and won on his merits. It was a hard-fought match from beginning to end and the outcome was in doubt up to the very last.

A second round match that took place this morning and furnished some very interesting tennis was that between E. C. Wright, the ex-champion, and G. M. Church, the Columbia interscholastic champion. Church is a youngster with much promise, and he forced the veteran to his best in order to win his match, three sets to 1: 7-5, 3-6, 6-1, 6-1.

No upsets were recorded in the first day's matches. Monday's matches were late in starting, for the majority of the contestants were delinquent about reporting and few pairs of opponents were on hand before 10:30.

Defaults were many, due partly to the tremendous entry list and partly to the fact that many doubtless entered merely to gain the tournament privilege. Only 28 matches out of 53 in the first round before 2 o'clock, and five of these were by default, the most important being that of G. F. Touchard, who, although on hand, is unable to play.

Many of the players Monday were unknown, and the tennis was more mediocre for a national championship. Wright, McLoughlin, Palmer and Inman displayed all their well-known prowess. None of the real stars met and contests worthy of the name were conspicuous by their absence.

**FIRST ROUND.**  
A. S. Dabney, Jr., defeated S. J. Wagstaff, 6-3, 6-3, 6-1.  
T. W. Hendrick defeated C. L. Sherman, 6-1, 6-0, 6-1.  
A. N. Reggio defeated W. D. Bourne, 6-4, 6-2, 5-7, 6-4.  
T. R. Pell defeated W. F. Johnson, 7-5, 8-6, 6-4.  
E. L. Frutley beat J. F. Talmidge, by default.  
R. Richardson beat G. E. Sands, by default.  
F. H. Burr beat G. S. Touchard, by default.  
C. M. Bull, Jr., beat P. B. Hawke, by default.  
F. J. Sullaway beat R. M. McLoud, 6-1, 6-0, 6-1.  
G. M. Church beat F. B. Washburn, 6-1, 6-0, 6-1.  
R. A. Holden, Jr., beat S. H. Voshell, 6-2, 6-1, 6-4.  
M. D. Chace beat C. D. Richardson, 6-0, 6-0, 6-0.  
F. M. Sheppard beat C. F. Parrish, 6-4, 6-2, 6-4.  
R. Perkins beat A. Yarnell, by default.  
W. T. Cooke, Jr., beat W. F. Symington, 6-2, 6-3, 6-2.  
F. M. Watrous beat C. Garland, 6-4, 6-2, 6-3, 6-2.  
E. P. Leo beat L. N. Thomas, 12-10, 6-3, 3-6, 6-3.  
L. C. Coe beat H. Seymour, by default.  
W. T. Bull beat C. K. F. Andrews, by default.  
M. S. Clark beat S. W. Merrill, by default.  
N. W. Niles beat F. S. Rahr, by default.  
P. Frelinghuysen beat R. H. Dieter, by default.  
H. H. Knight beat N. P. Hutchinson, by default.  
M. C. Hinchey beat R. R. Livingston, by default.  
Dean Mathey beat P. A. Degener, by default.  
G. T. Adee beat R. W. Thomas, by default.  
C. R. Gardner beat J. P. Jackson, by default.  
N. Johnson beat W. P. Burden, by default.  
B. M. Lapsley beat T. W. Potter, by default.  
F. W. Paul beat W. P. Manice, by default.

## SECOND TRIAL RACE ON TODAY

**NEW YORK.**—The second trial race to decide a trio of motor boats to defend the Harmsworth trophy, which is now held by the Motor Boat Club of America, will be run off today over a 10-mile course in Huntington harbor. The trial Monday was a disappointment to hundreds of yachtsmen who made the trip to Huntington harbor, as only one boat was at the line at the appointed hour. The Restless came up to the line at 2 o'clock, and after a two-hour wait for the other racers the boat was sent over the course alone. There will be another trial race Wednesday.

The cup race will be Saturday, when the American team selected will compete against three specially built English boats, which arrived yesterday on the Minnetonka. The boats are the Pioneer, owned by the duke of Westminster; the Ziguera, owned by Daniel Hanbury; and the Maple Leaf II, owned by Mackay Edgar. All these boats are capable of 35 miles an hour.

## TO SELL CANAL BONDS.

**ALBANY, N. Y.**—The state commissioners of the canal fund today authorized State Controller Williams to sell the \$2,243,000 of New York State 50-year 4 per cent canal improvement bonds which he purchased for the canal debt sinking fund at the recent sale of \$11,000,000 of these bonds.

## VEHICLES GOING UP ALSO.

**LOUISVILLE, Ky.**—The Carriage Manufacturers Association of the United States in session here resolved to advance the price of vehicles for the season of 1911, explaining that the increase was necessary because of the greater cost of labor and materials.

## RIFLE TOURNEY CONTINUES TODAY

Unfinished Matches to Be Shot at Camp Perry in National Rifle Association Tournament.

**CAMP PERRY, O.**—The unfinished matches of the National Rifle Association's twenty-eighth annual tournament are being continued today.

In the sixth Massachusetts stage of the championship regimetal match with a score of 272, followed by the Annapolis midshipmen with 270; the first Illinois 264, first District of Columbia 263, United States navy 262, fifteenth United States infantry 262.

In the Leech cup match with 256 competitors the string of 71 possibles was scored in the first stage (800 yards).

Three matches were decided and three left unfinished on the opening day.

The Wimbledon cup match at 1000 yards was won by Capt. Guy H. Emerson of Ohio, who scored 99 out of 100. Lieut. C. B. Windsor also scored 99 and got second place.

The state secretary's match at 600 yards went to Maj. S. J. Fort of Maryland, who scored 48. Lieut. Col. James Bell of the District of Columbia got second place with 47; Maj. C. E. Hagaboom, Mississippi, third, 46; Jackson Morris, Ordnance department, Kentucky, fourth, 46. The press match was won by A. E. Gaartz of Milwaukee.

## MINOR LEAGUES

### NEW ENGLAND LEAGUE STANDING.

	Won.	Lost.	Per cent.
New Bedford	40	20	.667
Worcester	34	26	.567
Lynn	34	26	.567
Fall River	34	26	.567
Lowell	34	26	.567
Lawrence	34	26	.567
Haverhill	34	26	.567

**Games Monday.**  
Lowell 5, New Bedford 0.  
Worcester 1, Fall River 1.  
Haverhill 3, Brockton 1.  
Lawrence 5, Lynn 4.

**Games Today.**  
Fall River at Worcester.  
Haverhill at Brockton.  
New Bedford at Lowell.

**SOUTHERN LEAGUE.**  
Memphis 4, Atlanta 0.  
Atlanta 4, Memphis 1.  
Nashville 6, Chattanooga 3.  
New Orleans 1, Birmingham 0.  
Montgomery 1, Mobile 2.

**AMERICAN ASSOCIATION.**  
Indianapolis 6, Louisville 8.  
Toledo 8, Columbus 3.  
Kansas City 8, Milwaukee 2.  
Minneapolis 4, St. Paul 5.

**CONNECTICUT LEAGUE.**  
Springfield 3, Holyoke 0.  
Bridgeport 6, New Haven 2.  
New Britain 2, Waterbury 0.  
Hartford 2, Northampton 1.

**EASTERN LEAGUE.**  
Providence 1, Toronto 0.  
Montreal 2, Jersey City 0.  
Richmond 3, Baltimore 0.  
Buffalo 5, Newark 2.

**NEW YORK STATE LEAGUE.**  
Utica 7, Syracuse 3.  
Saratoga 6, Wilkesbarre 4.  
Elmira 6, Binghamton 2.  
Albany 16, Troy 6.

**WESTERN LEAGUE.**  
Denver 8, Omaha 5.  
Des Moines 4, Topeka 3.  
Sioux City 12, Wichita 6.  
St. Joseph 9, Lincoln 4.

**COTTON STATES LEAGUE.**  
Jackson 5, Vicksburg 1.  
New Orleans 2, Hattiesburg 0.  
Greenwood 1, Meridian 0.

## DOUBLE VICTORY FOR BOSTON.

The Boston Nationals defeated St. Louis in both games of Monday's double-header, not making an error in either while the visitors made five in the first game and one in the second. The scores were 9 to 6 and 8 to 1. Collins' spectacular catch was a feature. The scores:

**(First Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Boston.....0 0 0 0 2 0 3 4 -3 14 0  
St. Louis.....0 0 0 0 5 0 1 0 6 -6 11 5  
Batteries: Ferguson, Brown, Brock and Raridan; Harrison, Corridon and Brennan. Umpires: Klem and Kane.

**(Second Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Boston.....0 0 0 0 0 0 2 0 -1 8 1  
St. Louis.....0 0 0 0 0 0 1 0 0 -1 8 1  
Batteries: Burke and Smith; Zenich and Phelps. Umpires: Klem and Kane.

## NEW YORK AND PITTSBURG SPLIT.

**NEW YORK.**—The New York and Pittsburgh Nationals split even in a doubleheader, the score of each game being 2 to 1. The first contest, which was won by the visitors, went 11 innings and was a pitching duel between Leifeld and Mathewson. The scores:

**(First Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Pittsburg.....0 0 0 0 0 0 0 0 -1 7 2  
New York.....0 0 0 0 0 0 0 0 1 -1 7 2  
Batteries: Leifeld and Gibson; Mathewson, Myers and A. Wilson. Umpires: Rigler and Emslie.

**(Second Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
New York.....0 0 0 0 0 0 0 0 -1 7 2  
Pittsburg.....0 0 0 0 0 0 0 0 -1 7 2  
Batteries: Waltee and Schell; Camnitz and Gibson. Umpires: Rigler and Emslie.

## INTERBAY RACES FOR CATBOATS ON

**PROVIDENCE, R. I.**—The interbay catboat races are being continued today in Narragansett bay. Five craft, two from local waters, two from Massachusetts and one from Barnegat, got away shortly before 2 o'clock Monday with a fine breeze out of the southwest. The Ina was over first in the weather berth, with the Iris directly under her lee, and the Dolly next.

The Massachusetts boats drew away from the start and the race developed into a fight between the two Bay states for the lead. The Iris and Dolly rounded Providence Point spar, the outward mark, nearly seven minutes in the lead and finished almost together. The summary:

Boat and owner.	Time.	Yard.
Iris, F. P. Crane.	2:26:09	2:24:40
Dolly III, W. W. Arnold.	2:26:48	2:24:48
Bother, J. Peck-J. Foster.	2:30:58	2:32:35
Virginia, J. Norris.	2:35:21	2:34:16
Ina, Earl Kettley.	3:16:00	3:14:06

## BRADLEY JOINS CINCINNATI.

**CLEVELAND.**—William Bradley, third baseman, who was given his unconditional release by the Cleveland baseball club two weeks ago, has accepted terms with the Cincinnati National league club and will join that team the latter part of the week.

## BROOKLYN DIVIDES TWO GAMES WITH CHICAGO NATIONALS

Boston Takes Both Games of Double-Header With St. Louis—Pittsburg and New York Divide.

### OTHER POSTPONED

#### NATIONAL LEAGUE STANDING.

	Won.	Lost.	Per cent.
Chicago	37	34	.520
Pittsburg	37	34	.520
New York	30	41	.423
Philadelphia	29	40	.421
Cincinnati	29	40	.421
Brooklyn	22	48	.311
St. Louis	21	49	.297
Boston	18	52	.257

**Games Monday.**  
Boston 9, St. Louis 6.  
Boston 8, St. Louis 1.  
Pittsburg 2, New York 1.  
New York 2, Pittsburg 1.  
Chicago 14, Brooklyn 0.  
Brooklyn 9, Chicago 1.  
Cincinnati-Philadelphia, postponed.

**Games Today.**  
St. Louis at Boston.  
Pittsburg at New York.  
Cincinnati at Philadelphia.  
Chicago at Brooklyn.

Brooklyn divided its double-header with Chicago in the National league Monday, losing the first 14 to 0 and winning the second 9 to 1. St. Louis won both of its games with St. Louis, the first 9 to 6 and the second 8 to 1. Pittsburg and New York each won one of their two games, the first going to the former 2 to 1 in 11 innings and the second to the latter by the same score.

## BROOKLYN AND CHICAGO DIVIDE.

**BROOKLYN.**—The Brooklyn and Chicago Nationals split two one-sided games. The visitors shut out the locals, 14 to 0, in the first, battling both Barger and Miller hard. Brooklyn turned the tables in the second contest, winning by 9 to 1. Richie was knocked out of the box and Pfeffer was pounded for six hits in the eighth. Bell allowed only three hits. The scores:

**(First Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Chicago.....10 0 0 1 1 1 2 2 -14 0  
Brooklyn.....0 0 0 0 0 0 0 0 -0 11 4  
Batteries: Brown and Kling; Barger, Miller and Erwin. Umpires: Eason and Johnstone.

**(Second Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Brooklyn.....0 0 0 0 0 0 5 -9 11 0  
Chicago.....0 0 0 0 0 1 0 0 1 -3 6  
Batteries: Bell and Bergen; Richie, Pfeffer and Archer. Umpires: Eason and Johnstone.

## DOUBLE VICTORY FOR BOSTON.

The Boston Nationals defeated St. Louis in both games of Monday's double-header, not making an error in either while the visitors made five in the first game and one in the second. The scores were 9 to 6 and 8 to 1. Collins' spectacular catch was a feature. The scores:

**(First Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Boston.....0 0 0 0 2 0 3 4 -3 14 0  
St. Louis.....0 0 0 0 5 0 1 0 6 -6 11 5  
Batteries: Ferguson, Brown, Brock and Raridan; Harrison, Corridon and Brennan. Umpires: Klem and Kane.

**(Second Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Boston.....0 0 0 0 0 0 2 0 -1 8 1  
St. Louis.....0 0 0 0 0 0 1 0 0 -1 8 1  
Batteries: Burke and Smith; Zenich and Phelps. Umpires: Klem and Kane.

## NEW YORK AND PITTSBURG SPLIT.

**NEW YORK.**—The New York and Pittsburgh Nationals split even in a doubleheader, the score of each game being 2 to 1. The first contest, which was won by the visitors, went 11 innings and was a pitching duel between Leifeld and Mathewson. The scores:

**(First Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Pittsburg.....0 0 0 0 0 0 0 0 -1 7 2  
New York.....0 0 0 0 0 0 0 0 1 -1 7 2  
Batteries: Leifeld and Gibson; Mathewson, Myers and A. Wilson. Umpires: Rigler and Emslie.

**(Second Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
New York.....0 0 0 0 0 0 0 0 -1 7 2  
Pittsburg.....0 0 0 0 0 0 0 0 -1 7 2  
Batteries: Waltee and Schell; Camnitz and Gibson. Umpires: Rigler and Emslie.

## INTERBAY RACES FOR CATBOATS ON

**PROVIDENCE, R. I.**—The interbay catboat races are being continued today in Narragansett bay. Five craft, two from local waters, two from Massachusetts and one from Barnegat, got away shortly before 2 o'clock Monday with a fine breeze out of the southwest. The Ina was over first in the weather berth, with the Iris directly under her lee, and the Dolly next.

The Massachusetts boats drew away from the start and the race developed into a fight between the two Bay states for the lead. The Iris and Dolly rounded Providence Point spar, the outward mark, nearly seven minutes in the lead and finished almost together. The summary:

Boat and owner.	Time.	Yard.
Iris, F. P. Crane.	2:26:09	2:24:40
Dolly III, W. W. Arnold.	2:26:48	2:24:48
Bother, J. Peck-J. Foster.	2:30:58	2:32:35
Virginia, J. Norris.	2:35:21	2:34:16
Ina, Earl Kettley.	3:16:00	3:14:06

## BRADLEY JOINS CINCINNATI.

**CLEVELAND.**—William Bradley, third baseman, who was given his unconditional release by the Cleveland baseball club two weeks ago, has accepted terms with the Cincinnati National league club and will join that team the latter part of the week.

## Local American Club Pitcher Whose Waivers Have Been Asked For



(Photo by Horner-Jordan Co., Boston.)  
**FRANK ARELLANES.**  
Boston American league team.

## SPANISH YACHTSMEN FORCED TO GIVE UP THEIR TRIALS TODAY

(Continued from Page One.)

Spanish boats look heavy in every respect, especially in construction and rigging. Whereas the American boats are reduced in construction to the least amount of unnecessary weight, the visiting boats are built much stronger and are fitted for heavy-weather conditions. In rigging there is a marked difference. The Beaver is rigged with light wire rope, and no unnecessary stays, standing or running rigging are used. But on the Spanish boats the halyards are as large as the mainsheet of the American sonder.

The three Spanish yachts were tried out under typical Marblehead conditions Monday—light winds and smooth seas. "e" foreign yachtsmen were aloft early and spent a greater part of the forenoon in sailing about the bay off Marblehead rock, but in the placid weather conditions it proved slow work compared with the rugged winds and short steep seas of Spain.

The visitors showed no disappointment for they anticipated such contrasts, so they bent to the work of mastering the problems, and especially the tidal currents inside of Halfway rock, where the races will be sailed.

All the Spanish boats resemble the German model, having narrow bows, thick and heavy amidship and short ends. The Papoose has a balanced rudder, but the Mosquito II and the Chonta have rudders on the fin keels.

The Spaniards have also adopted the German rolling reef, with a ratchet attachment at the end of the boom next to the mast, but they admit that it is a clumsy arrangement and say that they do not expect to have to roll up their sails while at Marblehead.

The three revenue cutters on the New England coast, Androscoogin of Portland, Me., Gresham of Boston and Acushnet of New Bedford, have received orders to proceed here to enforce regulations relative to the races.

## NEW HAVEN BEATS THE PERROQUETS

**NARRAGANSETT PIER, R. I.**—The New Haven polo four defeated the Perroquets in the first round polo match for the Point Judith cups on the field of the Point Judith Polo Club here. Splendid riding on the part of Louis E. Stoddard and of Harry Tweed was responsible for the victory.

The handicap was an even break and the New Haven four, much to the surprise of the spectators, finished with a net score of 6½ goals to 3½ goals for their opponents.

Joshua Crane, at back, accomplished good work at riding the Englishman off. He kept Harry Rich, who had a place on last year's international team, out of the running most of the time, which allowed Stoddard and Tweed to play the ball. In one of the scrimmages a pony helped along New Haven's tally by kicking a goal.

Just after the cup match the Ranagah four, made up of Englishmen, led by Earl of Rocksavage, met a selected four of Freebooters, with the result that the Americans won 6½ goals to 4.

**NEW HAVEN. PERROQUETS.**  
Hdp. 1-J. B. Thomas, 51-H. Rich, 52-2 Harry Tweed, 42-P. H. Prince, 23-L. E. Stoddard, 83-R. L. Agassiz, 2 Back-J. Crane, 66-Back W. Bolding, 7

Total.....28 Total.....28  
Goals scored, for New Haven, 11. E. Stoddard, 5, Harry Tweed 1, pony 1; lost by penalty ½ goal for foul hook by Harry Tweed; net score, 6½ goals. For Perroquets, Harry Rich 4; lost by penalty ½ goal for foul crossing by W. Bolding; net score, 3½ goals. Referee, H. H. Holmes. Time of game, eight periods of 7½ minutes each.

## PHILADELPHIA WINS A DOUBLE-HEADER FROM CLEVELANDS

St. Louis Takes Another From Boston, While Washington Easily Defeats the Detroit Champions.

### CHICAGO WINS ONE

#### AMERICAN LEAGUE STANDING.

	Won.	Lost.	Per cent.
Philadelphia	37	23	.617
Boston	32	28	.533
Detroit	29	31	.484
New York	29	31	.484
Cleveland	28	32	.469
Washington	27	33	.447
Chicago	24	36	.400
St. Louis	24	36	.400

**Games Monday.**  
St. Louis 2, Boston 1.  
Washington 6, Detroit 4.  
Chicago 3, New York 2.  
Philadelphia 5, Cleveland 2.  
Philadelphia 7, Cleveland 3.

**Games Today.**  
Boston at St. Louis.  
New York at Chicago.  
Philadelphia at Cleveland.  
Detroit at Washington.

Philadelphia increased its lead in the American league race Monday by taking both games of its double-header with Cleveland, the first 5 to 2 in 10 innings and the second 7 to 3. St. Louis won another from Boston by a score of 2 to 1. Washington defeated the Detroit champions 6 to 4, while Chicago won from New York 3 to 2.

## ATHLETICS WIN BOTH.

**CLEVELAND.**—The Philadelphia Americans took both games from Cleveland 5 to 2 and 7 to 3. In the first game, in the eighth inning, Young's wild throw allowed second Athletics to tie the score. In the second Demott, a former Lafayette College pitcher, received his first trial, being hit hard, but reckless base running held down the scores. The scores:

**(First Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Philadelphia.....0 0 0 0 1 0 0 1 3 -5 8 0  
Cleveland.....1 0 1 0 0 0 0 0 0 -2 7 3  
Batteries: Morgan and Livingston; Young, Benis and Eastley. Umpires: Egan and O'Loughlin.

**(Second Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Philadelphia.....4 1 0 0 0 2 0 0 0 -7 14 1  
Cleveland.....0 0 0 0 1 0 0 1 1 -3 11 0  
Batteries: Bender and Thomas; Demott, Mitchell and Eastley. Umpires: Egan and O'Loughlin.

## ST. LOUIS WINS FROM BOSTON.

**ST. LOUIS.**—The St. Louis Americans, with Lake pitching, defeated Boston 2 to 1, in the fourth game of the series. Cicotte was hit hard in the early innings and Karger succeeded him in the eighth. The scores:

**(First Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
St. Louis.....1 0 0 1 0 0 0 0 -2 6 1  
Boston.....0 0 0 0 0 0 0 1 0 -1 8 0  
Batteries: Lake and Kilgiff; Cicotte, Karger and Carrigan. Umpire, Perrine.

## WASHINGTON 6, DETROIT 4.

**WASHINGTON.**—Walter Johnson was effective with men on bases and the Washington Americans defeated Detroit 6 to 4. Works was taken from the box in the fifth after passing three batsmen and Louell was little better. Stroud pitched well. The score:

**(First Game.)**  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Washington.....2 0 0 4 0 0 0 -6 7 0  
Detroit.....0 1 0 0 0 0 0 0 -4 8 1  
Batteries: Johnson and Beckendorf; Works, Louell, Stroud and Schmidt. Umpires, Connolly and Kerin.

## CHICAGO BEAT NEW YORK.

**CHICAGO.**—Scott held the New York Americans to two hits here and Chicago evened up on the series, winning 3 to 2. Scott drove in two tallies and counted the winning run on McConnell's three-bagger. The score:

## GORE INVESTIGATING BOARD LOOKING FOR HANDLERS OF LANDS

SULPHUR, Okla.—The Gore congressional investigating committee, satisfied that the Indians were willing to sacrifice millions in hopes that they might realize something from their lands, will spend the next few days endeavoring to find how many other law firms were interested in handling Indian affairs.

That Mr. McMurray did not have a monopoly on the Indian land cases has already been brought out, and reports today say that before the committee shall have finished its hearing it will be shown that a law firm yet unnamed holds contracts valued at \$20,000,000.

Thomas B. Crews of Crews & Cantwell, St. Louis, representing a big syndicate, testified yesterday that the people he represents were interested in securing allotments in Oklahoma from 1200 Mississippi Choctaws. The syndicate had arranged for a half interest in all lands secured for their clients and proposed to advance money to freedmen for the purpose of purchasing additional lands on practically the same basis, so that the syndicate's interest in the deal would amount to about \$2,000,000.

Further investigation is expected to be made into the charge that Indian children were practically robbed of the lands when disposed of by agents.

James Vanhook told of a case where the guardian of one papoose was authorized to sell 140 acres of land for \$2800. The probate court allowed the guardian \$850 for exercising the right to file the land for a minor; allowed \$1800 for breaking and clearing the land, \$1050 for a house, \$400 for posts, \$500 for a barn and well, \$250 for wire, \$68 for witness fees and \$170 for attorney fees. When the land was finally sold the minor was \$2100 in debt, the land gone, and they are talking of selling the home-stand to pay the guardian for his services.

## LONDON SOJOURN AT EMBASSY FOR SPAIN'S ROYALTY

(By the United Press.)

LONDON—According to the Central News today King Alfonso of Spain has ordered apartments put in readiness for him and Queen Victoria at the Spanish embassy in London in anticipation of an indefinite stay in England as a result of the impasse in the negotiations for a settlement of the dispute between the Spanish government and the Vatican.

A Rome despatch to the Central News declares that the archbishop of Seville, the Spanish primate, has been summoned to the Vatican to assist in preparing a fresh message to King Alfonso. It is expected that the pope will shortly issue an encyclical to the people, calling upon them to "stand" by the church in the present crisis.

MADRID—A semi-official note attributes to Cardinal Merry del Val, the papal secretary of state, sole responsibility for the acts of the Vatican in the controversy with Spain. The note says that the statements, issued by Cardinal Merry del Val for the purpose of, according to the note, influencing the press of the world, will make no impression upon the Spanish government.

Cardinal Merry del Val, who is at his summer residence on Monte Mario, will come to Rome Friday morning, when he will receive the diplomatic representatives.

## KRUPPS INVENT NEW GUN FOR USE IN SIEGE OF FORT

BERLIN—The Krupps are making for the German government a new kind of siege gun said to be more destructive than anything hitherto in use. The new type of ordnance is called a bomb-cannon, and is intended for use by besiegers during the final storming of fortresses, when the besieger's own guns cannot be fired owing to the danger of hitting their own men.

It is a muzzle loading, smooth bore gun of small caliber. The projectile is a metal rod, which alone enters the bore. To the forward end of this rod outside the muzzle of the gun is attached a bomb of large size, exploded by means of a time fuse. The rod drops away from the bomb shortly after firing. The bomb will implant the hand grenades so much used during the storming at Port Arthur. In addition it will spread poisonous gases.

Frau von Bollen Wolbach, Krupp's daughter, who is his sole heir and who is responsible for the management of the works, is said to have protested at first against the bomb-gun, especially the arrangement by which gases are spread. She is understood to have become an ardent secret friend of the Carnegie propaganda for peace by arbitration.

## SUSPENDS SIX LICENSES

The Sunday license of six fruit dealers were indefinitely suspended today by the licensing board of Boston for failure to properly cover the fruit with glass or netting as required by law.

## LEBLANC TRIAL IN SEPTEMBER

The date for the trial of Hattie LeBlanc, originally set for Oct. 3, has been changed at the request of District Attorney Higgins and an earlier date in September will be substituted.

## NEW AVIATION MEET GRANDSTAND FOUND TO BE A NECESSITY

(Continued from Page One.)

this new machine a feature is understood to be a new motor of great power and lightness, which will develop 110 horsepower. Heretofore the most powerful motor has been the Gnome, used in the Bleriot monoplane, which motor is of 100 horsepower.

Charles F. Willard said that this meet, as it stands today will be a bigger thing than any meet that has been given; that it will be operated on a canner basis and will do more for the advancement of the sport; that mercenary interests have been subordinated to the interests of flying and that the number of prominent men interested in it will probably be greater than those interested in any other meet.

Mr. Willard expressed the hope that the public would help the committee in every possible way. The committee, he says, has spared no pains to make the program as nearly perfect as possible. Mr. Willard declares that he is unable to see how the arrangements could have been bettered in any detail, so that in his estimation up to the date of the meet, this represents the very best there is to be seen in the survey of the entire field of aviation.

It is the general expression of the bird men that this will be the first really comprehensive competition that has been held, as they say that hitherto the meets have had a tendency to be merely exhibitions of particular types of aeroplane.

William Van Sleet of Pittsfield, late Monday entered the balloon Heart of the Berkshires, of 35,000 cubic feet capacity. Walter C. Collins of Cincinnati entered the balloon Drifter, of 64,000 cubic feet.

BLACKPOOL, Eng. — C. Grahame-White, the English aviator, broke the world's record for starting in an aeroplane Monday. He succeeded in rising from the ground in a space of 20 feet 9 inches.

Lieut. B. D. Foulis, last March, on the drill ground at Fort Sam Houston, established a world's starting record, getting his aeroplane off in 65 feet. The previous record was held by Glenn H. Curtiss, who placed the mark at 90 feet at the Brescia meeting.

PARIS—Louis Paulhan has won the London Daily Mail's prize of \$5000 for the longest total of cross-country flights made during the year ending Sunday. He is credited with a mileage of 815. C. Grahame-White is second with 795 miles.

FRANKFORT, Germany—In the fall of his aeroplane here today Lieutenant Von Tiedemann was injured when the machine collapsed at a height of 60 feet and dashed to the ground.

PARIS—Hubert Latham started today in his Antoinette monoplane on the most pretentious flight ever undertaken by an aviator, from Paris to London. He is trying to win the London Daily Mail prize of \$25,000 offered for such a flight.

M. Latham's start was a big surprise, as he had given no indication of his intention. He left Issy, a Paris suburb, at 6 o'clock, hoping to make the trip to London without a stop. The shortest distance by rail and boat to London is 250 miles, but M. Latham counted on cutting at least 20 miles from this in an air route.

After two hours of flying M. Latham had to give up the idea of a non-stop flight, as his motor began giving him trouble, forcing him to alight near Amiens, after covering about 70 miles. He immediately went to work on the motor, preparatory to resuming the flight.

## BROCKTON SMITH STRIKE SETTLED

BROCKTON—Three arbiters chosen for the purpose, Emmet T. Walls, M. F. Murphy and W. S. Bamford, have fixed this city. There was a strike recently, the men asking for \$19 for men at the fire, and \$17.50 for men at the fire and floor work. Master blacksmiths declined to grant the demand and after a struggle arbitration was agreed upon.

The arbitration board grants the men at the fire \$19 weekly and the men at the fire and floor \$16 weekly.

## REPORTS ANOTHER BIG COPPER TRUST

LONDON—A new copper trust with a capital of \$200,000,000 is now in process of formation by American and English copper magnates, according to a story appearing in today's Evening Standard. A conference between these magnates, among whom were Thomas F. Ryan and Samuel Untermyer of New York, was recently held in the Hotel Ritz in this city, the Standard says. No details of the proposed combination are given.

## TRAIN WRECK NEAR GROTON

NEW LONDON, Conn.—A New Haven road passenger train bound from this city to Worcester, Mass., ran through a derail near Groton today and was wrecked. Engineer George Beaver, who, with his fireman, jumped from his cab, sustained injuries. The engine fell on its side and was badly damaged. Other cars kept the track. No passenger was injured.

## REPUBLICAN LEADERS SPEAK AT BIG OUTING HELD AT NANTASKET

(Continued from Page One.)

more material wealth for which the American people seem to have a genius, but rather how to assure the proper and equitable distribution of wealth. This is the work to which the Republican party has set its hand. To this end policies are shaped.

I am one of those who rejoice at the progressive spirit which has taken possession of the Republican party. If "progressive Republicanism" means more equitable tariff laws, the destruction of monopoly and the preservation of competition, the more adequate control, by the state and by the nation, of public service corporations; if "progressive Republicanism" means the conservation of our great natural resources and their development, for the benefit of all the people; if it means more direct responsibility of candidates to the rank and file of the party and more direct responsibility of representatives to the whole people whom they serve; if it means, in short, a more real government by the people for the people and not for special interests or for special classes, then I am a "Progressive Republican."

If the present political situation is not fairly and squarely, with real statesmanship, and with true devotion to the higher interests of the party and of the nation, then the progressive spirit will unite and not disrupt the party, will make it stronger and not weaker, will increase and not decrease the confidence of the people in its policies and will insure a new lease of life and power to the grand old party which has done so much to make this nation great and prosperous and happy.

## Mr. Frothingham Praises State's Work for Harbor

Lieutenant-Governor Frothingham said in part:

We all take a vital interest in the development of this great harbor of ours, and I want to point out to you today a few things that the commonwealth has done for its development.

Boston has 42 miles of water front and steamship docks for freight service and passengers that are of the best. Nature has given us a harbor 200 miles near the trade of Europe than that of any other great American city. It is not situated far up some river entailing a voyage of tortuous and dangerous nature, or the expenditure of vast sums to deepen and widen the river channels, as in the case of Glasgow, Rotterdam, Hamburg, Antwerp and many other foreign cities, or in our own country, of New Orleans, Philadelphia, Montreal and Quebec.

In 1902 Congress provided for a channel 35 feet deep at mean low water with a width of 1200 feet from the navy yard to President roads, and of 1500 feet from there through Broad sound to the ocean.

The commonwealth expended for dredging from 1874 to December, 1907, \$2,633,054.26, and removed 7,876,970 cubic yards of earth.

The laying out of Northern avenue extension and the building of a bridge over Port Point channel contemplated as far back as 1873, by agreement between the commonwealth, the city, a wharf company and the Boston & Albany railroad, was finally accomplished under chapter 381 of the Acts of 1903, the commonwealth paying to the city \$200,000.

The Legislature by chapter 486, Acts of 1897, authorized certain takings in East Boston and appropriated \$100,000. The following year the harbor and land commission made takings accordingly.

Chapter 513 of 1897 authorized the construction of the commonwealth pier and dock and appropriated \$400,000. These works were completed in 1901 by the harbor and land commission at a cost of \$381,877.09. The total return from this investment according to report of the harbor and land commissioners of 1908 alongside by vessels and for moorings, amounted during these years to only \$12,847.19.

This year an agreement was made by Governor Draper with the fish interests, whereby the dock should be leased to them for 15 years at a rental of \$35,000 a year, and for another 15 years at a rental of \$45,000 annually.

Such an arrangement is beneficial to the commonwealth, it is of advantage to the great fish industry, a business which has been maintained here only through the strenuous efforts of the men who are engaged in it, and which should be encouraged in every possible way.

By another agreement a dock is to be rented to the New York, New Haven & Hartford railroad, at a rental of \$70,000 a year for 30 years. Thus the commonwealth, from receiving practically nothing for this property, becomes the recipient of \$110,000 a year by this master stroke of Governor Draper.

## Governor Explains Rates on Milk and Holding Bill

Governor Draper reviewed at length and commented upon the state laws which have been enacted on the railroad and milk questions while he has been Governor. He was of the opinion that certain railroads of the commonwealth had taken advantage of the Saunders bill and that excessive rates were being charged at the present time for the transportation of milk. He was pleased to say, however, that some of the

## URGE EXTRA SESSION OF LEGISLATURE

(Continued from Page One.)

support the demand for an extra session of the Legislature and the repeal of the Saunders law. He said today:

"Under present conditions the producer, the contractor and the consumer alike face an economic loss that can only be eliminated by the repeal of the Saunders law and some control over rates. We oppose it and the proposed new rate schedule."

A. R. Graustein appeared for the Boston dairy company, John B. Cusack for D. Whiting & Co., and W. R. Sears and Gen. Charles H. Bartlett for H. P. Hood & Sons. The Boston & Maine railroad was represented by William H. Coolidge; Clarence H. Hight and Frederick A. Foster appeared for the Milk Producers Association and Stanley H. Abbott and George Altree for the Milk Consumers Association.

The complainants contended that the new rate called the "open can" rate as it is based on shipments by can, not by carloads as formerly, is an advance over the old rate of 170 per cent on milk shipped less than 40 miles and an advance of from 60 to 170 per cent on shipments over 40 miles. In addition it is charged that the rates are not proportionate to the haul, but favor the more distant farmers or milk producers at the expense of those nearer Boston.

William H. Coolidge, counsel for the Boston & Maine railroad, said he was perfectly content with the old rate, which was based on the carload at the rate of \$100 per car per mile per annum, but that in consequence of the Saunders act passed at the last session of the Legislature the road was forced to establish a new rate per can. This rate, he said, was established in accordance with the plan laid down by the interstate commerce commission in fixing the milk rate for New York city. A 40-quart can was the basis. As the road had only 10 days in which to try the new tariff, which went into effect on Aug. 1, he said it was impossible to reach a definite conclusion regarding its practical effects. In theory, he said, it was lower than the old rate taking it by the can or 100 cans.

It was also lower than the rate in New York city, St. Louis, Chicago and other large cities of the country. In practice the receipts under the new rate showed an increase of \$100 per day during the 10 days the rates have been in operation. Of that amount Mr. Coolidge said \$95 was paid out for ice daily, as the road now has to provide ice for the milk, which it was not required to do under the old rate. The balance was expended for additional superintendence, handling and accounting, which the new rates require. Under the old rates the road did business with only a few shippers, but under the new rates it might be required to do business with hundreds.

John F. Cusick, counsel for D. Whiting & Sons, asked that the matter in question go over until the Massachusetts Legislature had a chance to reconsider the Saunders act, which, he said, was a mistake recognized by everybody. Under its provisions, he said, the method of bringing milk to the Boston market was entirely changed and resulted in a great economic waste.

Commissioner Charles A. Prouty ruled that the chief issue at stake was whether or not the rates instituted by the railroad caused an unnecessary increase in transportation on the part of the contractors. He said that the burden of proof rested on the contractors and requested them to present facts and figures on their side of the question.

William R. Sears, representing H. P. Hood & Sons, made a motion to adjourn until 2 o'clock, which was passed.

conversed with officials of these railroads about the matter and that they had promised to make a reduction if after a fair trial the rates were found to be unfair to the Massachusetts shipper.

In reviewing two acts which created the Boston Railroad Holding Company and gave it power to issue preferred stock, the Governor said:

"These acts, I believe, were directly in the interests of the people, and I also believe that they were very helpful to the railroad companies. They were a benefit to the people because they made provisions which prevented the sale of a controlling interest in the Boston & Maine railroad to outside parties, and therefore insured its development by people whose interests centered in Massachusetts or in New England, and they also provided a means by which the Boston Holding Company could obtain money to spend on the railroads to improve the facilities of the people in traveling over its lines."

Summing up his review of legislation on the railroads the Governor said: "I have referred in detail to the acts stated above to show what I said at the beginning of this statement, that the commonwealth had passed laws which were fair to the railroads and in the interests of the people. These acts and resolves passed by the Legislature, many of them on their own initiative and several of them on my own recommendation, prove conclusively that the commonwealth has done its part to treat the railroads fairly and has at the same time passed laws which require them to treat the people of the commonwealth fairly and give them the improvements in railroad construction and improved service to which they are entitled."

Speaking of the milk question and particularly of the Saunders bill, Mr. Draper said: "I believe that the principle of equal rights to all shippers, which is in this act, is a good one, and that the act ought to have a fair trial under most favorable conditions. I am sorry to say, however, that some of the

## COLONEL ROOSEVELT IS DEFEATED TODAY FOR CHAIRMANSHIP

NEW YORK—For the second time since he returned from Africa, former President Roosevelt has been defeated by the party organization in his own state. Both times the defeat could have been averted. In each instance Lloyd Griscom, chairman of the New York county Republican committee, is held responsible for the defeat because he insisted on forcing an issue when warned that the votes were against him.

With three members missing the state committee today, by a vote of 20 to 15, selected James S. Sherman, Vice-President of the United States, over Colonel Roosevelt to be temporary chairman of the Republican state convention, which will meet in Saratoga Sept. 27.

The rejection of Colonel Roosevelt came on the motion of Mr. Griscom. So soon as the state committee met, William Barnes, Jr., who led the fight to prevent the state Legislature at Albany at its special session passing the direct primary bill, endorsed by Mr. Roosevelt in a letter to Griscom, moved that Vice-President Sherman be named as temporary chairman. Chairman Griscom was on his feet at once.

"I move that the name of Colonel Roosevelt be substituted for that of Mr. Sherman," he said. "I also move that the selection of a temporary chairman be deferred until the next meeting of this committee, which will be on the night preceding the convention."

Mr. Barnes interposed a technical objection, insisting that the chairman had no right to make two motions. A parliamentary wrangle followed in which the Barnes contention was defended by James W. Wadsworth, Jr., speaker of the State Assembly, and the Griscom motion by Congressman William S. Bennett, candidate for the nomination for Governor. Finally Committeeman Harry W. Mack made the motion that selection be postponed, which was lost by a vote of 23 to 12. Then came the vote on the Griscom motion.

On this vote three members switched because of friendship for Mr. Roosevelt, but the Griscom motion was defeated by a vote of 20 to 15. The Barnes motion that Mr. Sherman be chosen was then voted on and according to the announcement of State Chairman Woodruff it was carried unanimously. As a matter of fact, however, Messrs. Griscom, Bennett and a number of the other Roosevelt adherents did not vote at all on the proposition.

Five minutes after he had been turned down for the position of temporary chairman of the state convention, Theodore Roosevelt disappeared from the Outlook office. He left so suddenly that no one could pick up the trail. It is not known whether he went by the elevator, the stairway or the fire escape. His automobile remained in front of the office. Half an hour after the news of Mr. Sherman's selection was received, the newspaper squad detailed to watch the colonel's movements was still running around in circles trying to locate him.

## NANTUCKET BOAT HEARING IS GIVEN

Complaints that the Nantucket steamers are late in arriving at their destination were presented to the state board of railroad commissioners today by summer residents of the island. The steamboat authorities admitted that the boats are late, as a general thing, but contended that the cause is beyond their control. The evidence indicated that the boat leaving New Bedford at 2:10 p. m. is compelled to wait from 10 to 20 minutes at Woods Hole for the train from Boston, and that the stop at Oak Bluffs requires half an hour for unloading.

Those present decided on a conference between the railroad and steamboat officials and representatives of the Nantucket people, previous to the making of the time-tables for next year.

## EASTERN CITIES SHOW INCREASE

WASHINGTON—The census office today announced the 1910 enumeration for the following cities with changes since 1900: Newark, N. J., 347,469, increase 101,349, or 41.2 per cent. Scranton, Pa., 129,867, increase 27,841, or 27.3 per cent. Schenectady, N. Y., 72,826, increase 41,144, or 129.9 per cent.

railroads in this commonwealth have issued a statement charging such rates for the shipping of this milk as to impose a real hardship on many producers of milk in the commonwealth of Massachusetts, and favoring it rates the producers of milk in other states.

"In other words, charging relatively much lower rates for a long haul for large quantities of milk, than for smaller quantities of milk shipped a much shorter distance. I do not believe this is wise. I think it is unfair to the producers of milk in the commonwealth of Massachusetts, and I think it is very short-sighted policy for any railroads of this state to pursue.

"I do not think this statement would be entirely fair if I did not say that I have been assured by some of the officers of the railroads who have promulgated these rates, that they would very soon consider reducing them, if they found the shipments of milk were of such quantity that the rates could be reduced. And I sincerely hope and believe that they will take prompt and proper means to reduce these rates wherever the charges are so high as to be a real burden on the milk producers of this commonwealth.



## Go on the Century—Don't Write

A personal interview is much more satisfactory than letter writing. Therefore, if an important matter demands your attention in Chicago, take the

## 20th Century Limited

"It saves a business day"

An eye-to-eye interview establishes an understanding or clears up a difficulty in a way that correspondence could not do in weeks, perhaps not at all. The 20th Century Limited is the fastest and most famous long-distance train in the world—as luxurious as the best hotel.

Leave Boston 1.00 p. m.; Arrive Chicago 8.30 a. m.; Leave Chicago 2.30 p. m.; Arrive Boston 11.50 a. m.

All trains depart from South Station, Boston, and from Trinity Place four minutes later.

Tickets and Sleeping-Car Accommodations Railroad and Pullman tickets can be secured at City Ticket Office, 208 Washington Street, Phone 2140 Fort Hill; at Trinity Place Station, Phone Oxford 1629; at Newtonville Station, Phone Newton North 770, or they will be delivered, upon request, by special representatives, who will furnish any information desired.



"For the Public Service"

## POLICE OF CALCUTTA SAID TO HAVE FOUND BIG POLITICAL PLOT

(By the United Press.)

CALCUTTA, India—A huge political discovery, involving a number of important English politicians, is believed to have been made here today when the police, in searching for hidden weapons, ransacked the home of a well-known leader of the sedition against the government.

Among the man's effects were found a number of letters, signed by Sir Henry Cotton, A. Lupton, and H. Morrell, all former members of the English Parliament and prominently connected with Indian affairs. Other letters found from Keir Hardie and E. Hilaire Belloc, at present members of Parliament.

The police refused to divulge the contents of the letters, but intimated that the result of their raid will cause an international political upheaval. All of the men mentioned are known to be against England's further rule in India. Keir Hardie is perhaps the most prominent of the men mentioned, being the famous English labor leader.

## DENIES EXTRA POSTAL HOURS.

Supt. Edward J. Ryan of Boston, in charge of the United States railway mail service in the New England division today, denied a story which came from New Haven to the effect that the railway postal clerks in the New England division are being worked an extra day each week in compliance with a wave of economy sweeping the departments in the government service.

## STRIKE BY SALEM UNION.

SALEM—A general strike of the shoe operatives of Salem who are affiliated with the United Shoe Workers of America and with the Knights of Labor, Cutters' Union, was inaugurated in Salem today. It is expected that before night 1000 operatives will have left their employment.

## HOLY GHOST SHIP SAILS.

The barkentine Kingdom, flagship of the Holy Ghost and Us Society, is reported today as being seen in Massachusetts bay, headed for Boston, by Captain Colbeth, of the turbine steamer Harvard, who picked up the ship with a glass off the lights at 7 a. m.

## DETROIT MAYOR IS EXPECTED.

Mayor Philip Breitmeyer of Detroit, accompanied by John Gillespie, superintendent of parks of the same city, is on an automobile tour through New England and is expected in Boston Saturday. Mayor Fitzgerald will receive him.

## RHODE ISLAND ASSEMBLY MEETS.

PROVIDENCE, R. I.—The Rhode Island General Assembly convened in adjourned session at the State House at noon today to consider a big grist of important business.

## VON ARNIM SUIT SETTLED.

The case of Otto von Arnim against the American Tube Works is ended. The plaintiff is administrator of the estate of his mother of New York and the suit was to recover excess earnings involving about \$3,000,000.

## ARRANGING BOSTON PAGEANT.

Miss Lotta Clarke of Charlestown high school is working out details for a three-days pageant at the Boston Arena, St. Botolph street, to take place early in November. It is expected 1500 school children will take part.

## SOUTH AFRICA MAIL NOT TO BE MARKED U.S.A. SAY OFFICIALS

LONDON—Most Englishmen addressing letters to the United States use the contraction "U. S. A." despite frequent admonitions by American friends that the letters stand for "United States Army" and that "U. S." is the correct form.

Now the matter has been complicated. It appears that a number of letters destined for places in South Africa have been sent to America because the writers addressed them "U. S. A." and the British postoffice has had to issue a notice warning the public not to use the initials "U. S. A." when they mean "Union of South Africa."

"For these initials are customarily used as an abbreviation of 'United States of America,'" the notice says.

## RAILROAD BRIDGE EIGHTY FEET HIGH

PORTLAND, Ore.—Rising 80 feet above the Willamette river is the new high bridge at Oswego. Any upper river boat will be enabled to pass under this bridge at any stage of the river. There is no draw.

Twelve months were consumed in building the bridge, although the work was extended over two years. G. W. Boschee, chief engineer of the Harriman lines, built the bridge, as he did also the Galveston breakwater.

The Oswego bridge cost \$350,000. It has two stone piers and three 300-foot spans. The first passenger train ran across it July 17. The line approaching it is known as the Beaverton-Willburg cut-off.

The bridge is constructed of steel and carries a single track. The spur leading to it is two miles above Milwaukee, on the east side line of the Southern Pacific. In place of running along Fourth street, the Forest Grove passenger trains now run over the railroad bridge and across the Oswego bridge.

## SENATOR LODGE INSTALLS PHONE.

Senator Henry Cabot Lodge now has a telephone in his summer home at Nahant. The senator for years has been opposed to having one installed, desiring a privacy which is not always permitted by a busy politician when he is within call of the hundreds who daily would seek his counsel.

The increased demand for communication with the Republican party leaders caused by the present political unrest is given as the reason for the senator's need of telephonic connection with the outside world. The number of the new phone is a secret between Senator Lodge and a few of his friends.

## DENIES ALLAN LINE SALE.

NEW YORK—According to advices received this afternoon from London, well-informed interests there deny that the Canadian Pacific Railway Company has taken over the control of the Allan Line Steamship Company for a sum in excess of \$7,000,000. It is said that the rumors of the sale are merely a revival of former stories.

## REFUSE HONOR FOR FAMOUS NUNKE

LONDON—The executors of the will of Florence Nightingale today refused the request for public obsequies and burial in Westminster Abbey.

## SUNSHINE SOCIETY ON A PICNIC.

Members of the Sunshine Society in Boston and vicinity are today holding a picnic and field day at Franklin park.

## NEWPORT TODAY HOST TO MEN OF ATLANTIC FLEET

(Continued from Page One.)

committee with carriages, and the party will be driven through the flag-bedecked streets to the city hall, which is gay with the national colors.

At the request of Admiral Schroeder a change has been made in the days of the big clambakes. It had been originally planned by the Newport committee to have the bakes today, tomorrow and Thursday. Now the first bake will be held tomorrow. This change did not hinder the committee to any great degree, and it was in reality a benefit, for it allowed one more day for preparation.

The clambake to the men of the floating fortresses is given on the recommendation of Admiral Schroeder. Newport's committee, when it decided to do something in honor of the fleet, inquired of the admiral what would be the best form of entertainment. He replied that there were a large number of western boys on his ships to whom a clambake would be a decided novelty.

Almost before the anchors were lowered Monday the invasion of Newport began. The tars swarmed everywhere and the town took on a holiday aspect.

Former Mayor W. P. Clarke, who is the general chairman of the different committees, explained that the whole effort of the citizens was to give the sailors a pleasant time.

"There is to be no parade," he said. "That would be asking the sailors to entertain us, while our real purpose is to entertain them. We purpose to make this week one to be long remembered by the sailors of the North Atlantic fleet."

"The monster clambake is to be the biggest thing in that line ever attempted. We are going to feed upward of 13,000 in the time allotted, and so perfect are the arrangements nobody will get cold clams."

Early last week decorators took possession of the city and Thames street is now ablaze with the American colors. There is hardly a building in the business part of the city that is not decorated.

The electrical illumination is especially brilliant. The wireless tower, which stands nearly 200 feet in the air, is outlined with lamps, and other electrical designs are on the housetops of the torpedo station.

Thousands of people lined the Ocean drive to watch the approach of the great gray sea fighters to the harbor on Monday. Hundreds of power boats chugged about the harbor, each loaded to the gunwales with its freight of sightseers. As the Connecticut entered the outer harbor she fired a salute of 13 guns in honor of Rear Admiral Raymond T. Rogers, commandant of the Narragansett bay naval station.

Mrs. Herman Oelrichs and Mr. and Mrs. E. J. Berwind will take an active part in the entertainment of the men of the fleet. Through the courtesy of Mrs. Oelrichs the summer theater at Freebody park will be thrown open to the sailors during their stay.

Rosecliff, Mrs. Oelrichs' summer home, will be thrown open to the officers of the fleet, while a special entertainment is being planned for Wednesday afternoon and evening. On Friday a ball in honor of the officers of the fleet will be given at the Elms by Mr. and Mrs. E. J. Berwind.

The Spanish war veterans, Odd Fellows, Masons and other bodies will join in entertaining the officers and men.

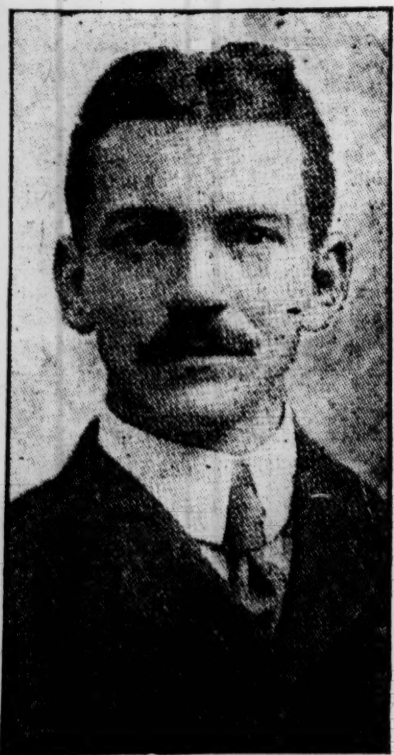
The fleet consists of the battleships Connecticut, Michigan, Kansas, New Hampshire, Louisiana, South Carolina, Minnesota, Vermont, Georgia, Nebraska, Rhode Island, Virginia, Mississippi and Idaho, the hospital ship Solace, the tenders Yankton and Patapsco, the repair ship Panther and the collier Vulcan.

## OUTING ON TODAY OF NEWSDEALERS

The Suburban Newsdealers Association, which includes as members most of the dealers within 25 miles of Boston, will hold its annual outing today at Marblehead. Among the guests are the circulation managers of the Boston newspapers and other trade friends. The Historical Society rooms at Marblehead will be visited and the afternoon devoted to games.

The party left in special electric cars from in front of the North station at 9:45 a. m. The return trip will be made late in the afternoon.

## Attempt to Notify Newly Elected Assistant Head of Boston Schools Today



FRANK V. THOMPSON.

Former principal of high school of commerce now advanced to the assistant superintendency.

SECRETARY THORNTON P. APOLLONIO of the Boston school committee is looking for Frank V. Thompson, late headmaster of the High School of Commerce, to extend to him officially the good news of Mr. Thompson's latest advance in his unusually rapid progress toward the top in the profession of teaching, in being elected assistant superintendent of Boston's schools, to take effect Sept. 1. Mr. Thompson is supposed to be out of town on a vacation, and so too are several school officials who naturally would be most likely to know his whereabouts. No one was at his home today, but Secretary Apollonio, after making inquiries in various quarters, decided to send the official message to that address.

It was only four years ago, when the High School of Commerce was established and Mr. Thompson was selected to take charge of it, that he was first heard of by the city at large. The post, although the school began in a rather small way, was considered especially important, and the choice of Mr. Thompson to fill it brought attention especially to him as one of the most able and promising of Boston's schoolmasters. He was then a junior master in the South Boston high school.

## RUSSELL LAWYER REACHES BOSTON

Senator Leslie A. Simpson of Dickinson, N. D., counsel for "Dakota Dan" Russell, contestant in the Russell will case, accompanied by Mrs. Simpson, is in Boston. He declared himself in fine fettle for the real battle in the case, which may begin before a justice of the supreme court immediately after the jury trials in the October term, which opens in East Cambridge Oct. 17.

Senator Simpson visited his client in Melrose Monday.

"Mr. Sheldon tells me that we will probably not get a date until Oct. 18. We have a great number of new witnesses to establish the identity of my client," said the senator, "but the coming trial will probably not take as long as the previous one, and the presentation of the material testimony cannot occupy more than 60 days."

## MR. MURDOCK TO SPEAK TWICE.

WICHITA, Kan.—Congressman Victor Murdock is to invade two camps of the enemy. Next week the progressive leader will go to Washington state to aid Congressman Poindexter, insurgent senatorial candidate, while in the first week in September he will speak in New Jersey for Congressman Charles N. Fowler, who seeks the progressive renomination.

## CONCERT AT CAMP MEIGS PARK.

HYDE PARK, Mass.—The concert to be given by the Hyde Park band Wednesday evening will be at Camp Meigs park in Readville. This will be the first concert held under the recent order of the board of selectmen, by which the four remaining concerts are to be played in different sections.

## BANKERS OF BOSTON ORGANIZE CURRENCY ASSOCIATION TODAY

Formal organization of a national currency association for the city of Boston was perfected this morning at a meeting of bank officials at the Boston clearing house, 84 State street. There were represented 17 of the clearing house banks in Boston. Fifteen of them assented to the plan; the Merchants National bank and the Old Boston National bank were the only two which did not come into the association.

These officers were elected: President, Thomas P. Beal, president of the Second National Bank; vice-president, John P. Lyman, the vice-president of the Webster National Bank, also of the Rockland National Bank; secretary and treasurer, A. W. Newell, president of the Fourth National Bank. Mr. Newell ex officio and Henry S. Grew, 2d, president of the Union National Bank, Garrard Comley, vice-president of the Eliot bank, are the committee on membership. William A. Gaston, Daniel G. Wing, A. L. Ripley, constitute the executive committee. Bylaws were drawn up and accepted.

The foundation of the organization is provided for in the Aldrich-Vreeland currency law of 1908.

The purpose of the proposed organization is to guard against a recurrence of conditions which prevailed during the financial crisis of 1907 by providing for the issue of additional bank notes, to be secured, not by government bonds, but by other forms of security, including commercial paper.

The provision of the Aldrich-Vreeland law has already been taken advantage of by New York, Philadelphia, Washington and other banking centers.

The association will be purely an emergency institution, and bankers hope it will never be called upon to act. The idea is to have an association of banking institutions, thoroughly organized and capable on the instant of so mobilizing its resources as to be able to put as much as \$50,000,000 of emergency currency in the market in times of monetary stress.

## LOCAL AND TELEGRAPHIC BRIEFS.

Thomas Savage Bowles, aged 22, has passed away at Nuremberg, Ger. The young man, who was the son of Rear Admiral Francis T. Bowles (retired), of 148 Marlboro street, was spending his vacation in Europe with a classmate, Arthur Lowell of Harvard, 1912.

Capt. Charles M. Charlton, U. S. N., has reported to the Charlestown navy yard as the chaplain, coming from the Norfolk navy yard, where he has previously been on duty. He was appointed a chaplain in the navy by President Roosevelt in 1901.

AMHERST, N. H.—Officials of the Hampshire Agricultural Society will secure an aeronaut of national fame to explain the operation of the aeroplane. Some first-class aerial exhibition therefore is assured for the fair at East Amherst, Sept. 20.

PHILADELPHIA.—Flying the stars and stripes and the union jack, the big balloon Philadelphia II. will ascend from Point Breeze this evening bound for Canada. In the basket with Dr. Thomas E. Eldridge, the pilot, will be Dr. George H. Simmerman and Ira L. Brown of the Philadelphia Aeronautical Recreation Society. They hope to cross Pennsylvania, go over New York state and Lake Ontario into Canada.

BUFFALO, N. Y.—Six persons were shot in a fight between three New York Central detectives and a crowd of Poles shortly after midnight today. The detectives had arrested a man they alleged had stolen goods from the railroad yard and were taking him to the station when a mob gathered and tried to free the prisoner.

WALTHAM, Mass.—A complete record of the ornamental and general construction of the famous Governor Gore mansion here is being prepared by the Architects' Club of Boston, to be published in a booklet. Under the direction of Frank Chateau Brown members of the club have been making sketches of the old mansion. One of the objects is to compile a full description of the few remaining examples of the early architecture of the country.

WILMINGTON, Mass.—The twenty-second annual reunion of the Gowing Family Association will be held at Thompson's grove, Silver lake, on Thursday, Aug. 25. Fred Gowing of Woburn is president and the committee consists of Mrs. Louisa Gowing, Wakefield (chairman); Mrs. Horace E. Eames, Reading; Henry G. Gowing, Wakefield; Arthur Gowing, Boston, and Mrs. William H. Carter, Wilmington.

NEW BEDFORD—Notices were sent Monday to stockholders of the Union Street Railway Company and the Dartmouth & Westport Street Railway Company informing them of a special meeting of each corporation to vote on a merger.

MEXICO CITY.—The National Agricultural Society has received crop reports showing that the yield of corn promises to be larger than for many years.

EL PASO, Tex.—The Herald prints a statement which it says comes from Mexican officials that Mexicans in this country, members of the revolutionary junta, are shipping arms into Mexico through Brewster county, Tex.

## News in Brief Gathered Today from Towns and Cities in Massachusetts

### WINTHROP.

Recent guests at the hotels at the Highlands are Mrs. E. P. Lawrence, Miss Georgia Patterson, Fitchburg; Edwin Doubleday, Springfield; Miss Gertrude Sullivan, Miss Catherine Sullivan, Watertown; Mrs. F. D. Locke, Hudson; R. Stanley Crowley, North Abington; F. P. Hazen, Wilmot; Miss Edith Willoughby, Nashua, N. H.; George S. Stewart, Jr., Miss Dorothy Elliott, F. G. Trunkett, R. F. Landis, Philadelphia, Pa.; Mrs. J. H. Blodgett, Buffalo, N. Y.; Miss Agnes Ryan, Miss Estelle Batt, Miss Caroline Batt, Mrs. M. Crimmins, Miss May Crimmins, Miss Susie Crimmins, N. Thresher, N. W. Halsey, Farrell Burton, New York city; Miss J. J. Dale, Savannah, Ga.; Miss Jeanette Elliott, Toronto; G. R. Burton, Louisville, Ky.; Mr. and Mrs. E. McNeil, Ottawa; Mr. and Mrs. George A. R. McNeil, Mrs. J. S. Smith, Miss Margaret Smith, Washington.

Mrs. Edward P. Morse of Cottage Park road is hostess today for a veranda party from the Onwego Club.

### MEDFORD.

George L. Batchelder is entertaining many Medford friends on board his yacht Dorelle in Buzzards bay. The yacht won the trophy in class N for 38-raters held by the New York Yacht Club last week.

The vacation school, which has been holding sessions in the Craddock school during the summer, has closed and an exhibition of the work was held from 2 until 5 o'clock Monday afternoon.

For the remainder of the month members of the Mystic Congregational church will meet with those of the First Baptist church.

The Boston and Maine railroad is relaying its tracks on the Southern division between the Tufts College station and the Grove street bridge. The rails are larger than before, being of the usual 30-foot length but weighing 805 pounds each. This is necessary owing to the heavier rolling stock constantly being added.

### MALDEN.

The vacation school has been closed and an exhibition of the work was held Monday afternoon. The school was in charge of Miss Cora H. Dempsey, assisted by Miss Alice Grady, Miss Edith F. Skillings and Miss Adelaide Lasky.

The Rev. Laurence C. Birney, pastor of the Center Methodist church, is on vacation at Stonington, Me.

Malden Republicans say that Dist. Atty. John J. Higgins of Somerville will receive a solid Malden delegation at Lowell when he comes up for reelection this fall.

A hearing will be given at city hall tonight by the street railway committee on the petition of the Board of Trade and others for the widening of the Boston Elevated and Boston & Northern tracks through Malden square. The chairman of the committee is Alderman P. H. Carr.

### EASTON.

The Ames high school band will give a concert at Norton Center Sunday.

The Fromat Society is making arrangements for a concert the latter part of September. Ernest Ingman is chairman.

The Swedish Congregational church will appoint a committee to select candidates for the pastorate of the church which will soon be vacant through the resignation of the Rev. Ernest A. Swenson, who is to take up a new pastorate in Pawtucket.

Rumors that the street railway line between North Easton and Mansfield will be reopened soon continue. The stories are that the new storage battery car invented by Thomas A. Edison will be tried out on the line, and that the water-power at the old Drake foundry is to be used in charging the batteries.

### EVERETT.

Representative James Cavanaugh will speak before an open air meeting of Malden voters Monday evening.

Alexander Knox, sealer of weights and measures, and James T. Farmer, school custodian, have returned from Mr. Farmer's farm in Maine, making the trip by automobile.

The first meeting of the common council, Oct. 10, will consider the order for a \$7000 bond issue for the purchase and installation of a new non-interfering fire alarm system.

The local W. C. T. U. has commenced its fall campaign.

### QUINCY.

The general and executive committee of the Fourth of July celebration will meet in the Board of Trade rooms this evening. Steps will be taken to form a permanent Fourth Celebration Association.

The Wollaston Yacht Club will hold a moonlight sail Thursday evening.

The new police automobile is expected to reach here this week.

Secretary E. G. Gay of the Y. M. C. A. is at Sagamore beach.

The city engineers' department is staking out several streets where permanent sidewalks are to be built.

### WALTHAM.

The board of survey will consider the widening of Moody street from High street to Reeds corner at its next meeting.

A conference over the situation at the Roberts pumping station which has been closed down for two months owing to a break in a connecting rod has been held by Mayor Walker, City Solicitor Carey and Superintendent Brown of the water department.

### WAKEFIELD.

Acting on the advice of the municipal light commissioners the highway department will experiment this week with oil from the water gas plant. Sections of Albion street, North avenue and Main street at Lakeside north of Salem street will be sprinkled and if the oil proves satisfactory it will undoubtedly be used permanently, as the oil is a byproduct which is considered worthless for any other purpose.

The men of the naval brigade, M. V. M., are devoting this month to qualification practice at the Bay State rifle range.

Col. Edward J. Gihon of this town, national commander of the S. S. W. V., arrived in Virginia today to attend the department of Virginia, S. W. V., encampment. On returning Thursday he will stop at Washington to discuss plans for the raising of the battleship Maine.

The Smith Bible class of the Union church will hold a trolley ride to Salem Willows Monday evening.

### CHELSEA.

The committee meeting for the "Made in Chelsea" exhibit will be held Wednesday afternoon. The committee has already asked for the use of the state armory and it is believed that the privilege will be granted. It is hoped that the exhibit will show that Chelsea has already more varied interests than almost any other city in the country.

"The tax rate is to be decreased without doubt in two years," says William E. McClintock, chairman of this special committee, "and as land can now be purchased here at very reasonable figures, which will be furnished to any manufacturer, we believe that this exhibit of the products of our factories and the information which will be given out regarding our resources will be a vital factor in the further building up of the city."

### BROCKTON.

A large number of Republicans from this city will attend the annual reunion meeting today of the Plymouth county Republican campaign committee at Nantasket. Charles W. Dow of this city is secretary of the organization.

Massasoit lodge, I. O. O. F., will drill this evening, preparatory to the beginning of the degree work for the season. The initiatory degree will be conferred Sept. 1 under the direction of Noble Grand Windfield S. Cox.

A sufficient sum of money has been subscribed to defray the cost of moving a shoe manufacturing firm to this city to make it practically assured that the firm will locate in a Brockton factory. The firm asked that its moving expenses be paid and the Board of Trade has interested merchants and others in providing the money.

### HANOVER.

The annual outing of the Nelson Lowell camp, S. of V., will be held at Brant Rock Saturday and Sunday. A meeting of the camp will be held this evening to make arrangements.

The South Hanover fire department will hold a lawn party on the grounds of Thomas Tindale, Broadway, South Hanover, Friday evening.

It is understood that a number of members of the Joseph E. Wilder post, 83, G. A. R., of this town will attend the annual encampment of the G. A. R. at Atlantic City next month.

The annual lawn party of the West Hanover fire department will be held Thursday evening at the home of Morrison L. House, West Hanover.

### STONEHAM.

As a result of the return of transfers of real estate at East Cambridge this year the local assessors found 158,747 square feet of untaxed land which increased the real estate valuation by \$40,000, and this has prompted them to advocate a complete survey and plan of each piece of property in the town. The project will cost \$2100 and action will be taken at the March town meeting.

Work will begin soon on the water system extensions on Washington, Cottage and Williams streets, for which \$1375 has been set aside, and the mains will be laid before winter.

### MIDDLEBORO.

The forty-ninth anniversary of the eighteenth Massachusetts regiment will be held at Mattapoisett Aug. 26. A. C. Howes of Middleboro is president of the association. Plans for the fiftieth anniversary of the regiment will be made at the coming reunion.

A band concert will be held this evening by the Middleboro band. There will only be one more concert this season.

A new state highway 10,200 feet long is to be built in Lakeville. Proposals for the work are being received by the Massachusetts state highway commission in Boston today.

The Rev. E. A. Hunt of South Carver is on vacation at South Middleboro.

### HOLBROOK.

The ladies of the Winthrop Congregational church will hold a lawn party on the grounds surrounding the residence of John W. Porter on South Franklin street, this evening.

Grand Director Gilbert F. Paine made an official visit to Eagle commandery, U. O. G. T., in South Boston Monday evening.

### WINCHESTER.

A large number of people visited Manchester Field last evening to view the fireworks provided by the Italians of Winchester to celebrate their national festival. An enjoyable band concert was given during the evening.

## The High Cost of Living

Is the problem agitating the American people today? The cost of clothes and furnishings can be materially reduced by using our facilities which are at your service at reasonable cost. CLOTHES KEPT CLEAN WEAR 25% LONGER

## LEWANDOS

America's Greatest CLEANSERS DYERS LAUNDERERS

BOSTON SHOPS  
17 Temple Place 284 Boylston Street  
2206 Washington Street Roxbury  
1628 Broadway South Boston  
1274 Massachusetts Avenue Cambridge  
1 Galen Street Watertown  
NEW YORK ALBANY PHILADELPHIA WASHINGTON  
BALTIMORE HARTFORD NEW HAVEN BRIDGEPORT  
PROVIDENCE NEWPORT WORCESTER SPRINGFIELD  
LYNN  
DELIVERY SYSTEM IN BOSTON AND SUBURBS

"YOU CAN RELY ON LEWANDOS"

### EAST BRIDGEWATER.

The annual clam bake of the East Bridgewater fire department has been postponed.

The Elmwood and West schools are so crowded that the school committee has decided to reopen the Pond school and the pupils of the sixth grade in the two schools will be sent there. Only the first and second grades will attend in the primary room in the West and Elmwood schools and the next three grades will be in the intermediate room. The sixth grade pupils in the Allen school will remain in that building.

President Walter N. Dunbar of the Brockton Merchants Association gave an address in the Methodist church Sunday evening in the absence of the pastor, the Rev. A. S. Muirhead.

The Epworth League of the Methodist church will hold a lawn party on the church grounds Wednesday evening.

East Bridgewater grange will hold an outdoor neighborhood meeting Thursday evening. Granges in the neighboring towns have been invited.

### WHITMAN.

A special town meeting will be held Wednesday evening in the town hall to consider the question of extension of the water mains on Harvard street from the corner of Auburn and Harvard streets to the East Bridgewater town line.

Arrangements are under way for the laying of the cornerstone of the new Episcopal church on Monday, Aug. 22.

The members of the Whitman Republican Club are attending the annual outing of the Plymouth County Republican Club at Nantasket beach today.

A portion of Pleasant street is being macadamized by Superintendent of Streets Trufant.

### STOUGHTON.

The Boston patent leather manufacturing firm, which has purchased the golf ball factory, has taken an option on two acres of land to the north of the plant, from Robert Porter, to hold in readiness for an extension of the business. The company expects to start with 50 employees.

The streets are to be numbered, new sidewalks built and signboards placed at street corners where there are none at present. This is to comply with government requirements prior to free mail delivery. There will be three letter carriers employed and two deliveries a day near the center of the town.

### MELROSE.

The Melrose Woman's Club is already planning for the vacation schools of next season, this season's classes having been more successful than any before. The club operates the only vacation school in the city.

A special committee of the city government, with Alderman Joshua T. Nowell chairman, will meet this week to complete a report to be made in October to the board of aldermen regarding the establishment of an insurance sinking fund for city property.

### WEYMOUTH.

Louis X. Goodhue has purchased the Cole estate on Bellevue road for possession.

The East Weymouth Congregational church will be closed the next two Sundays and members will unite with the First M. E. church in union services.

The Rev. F. G. Merrill of the Pilgrim Congregational church is on a vacation. The church will be closed the next two Sundays.

### BRAINTREE.

Braintree Grange, P. of H., will hold an outing at Ponkapoag pond, Canton, Thursday.

Extensive improvements are being made at the fire station in East Braintree.

Braintree Grange, P. of H., will hold a children's night, Monday.

### HANSON.

The new screen house at South Hanson will be ready when the cranberry season begins.

The Y. P. S. C. E. of the Congregational church will hold a concert at the church Friday evening.

The Hanson fire department will hold its annual field day at the end of the month.

### LEOMINSTER.

The Leominster fire engineers have decided to omit the firemen's muster this fall. The engineers wish to save the money to help pay for an auto truck which they desire to have added to the department.

### BEVERLY.

Col. and Mrs. William D. Schier will entertain President and Mrs. Taft at dinner tonight at their summer home at Burgess Point. The estate of Col. Schier adjoins that of President Taft. This year the President and Mrs. Taft have accepted a number of dinner invitations and have dined with the W. J. Boardmans, the Henry Clay Fricks, the John Hays Hammonds, the Thomas P. Beals, the Guy Normans and others of the summer colony.

Bishop Grafton of Fond du Lac, Wis., is the guest of Harcourt Armory at the Farms.

It is expected that the assessors will make the announcement of the 1910 tax rate this week.

Supt. Adelle L. Safford of the Beverly schools, who has been unanimously elected superintendent of the Chelsea schools over 48 candidates, has not yet stated whether he will accept. Strong pressure is being brought to bear to induce him to remain in Beverly.

### BRIDGEWATER.

The work of relaying the state road on a part of Main street has been completed.

The New church ball team will go to Yarmouth Saturday to play the New church team of that town.

The Brockton circuit league will hold its annual picnic at Pilgrim park in this town Labor day.

The Rev. Lyman Swett of West Roxbury preached in the Baptist church Sunday evening and at the Central Square Congregational church the Rev. Howard L. Tarbet of the First Congregational church at Revere preached.

A band concert will be given by Edison's Bridgewater band in Central Square Thursday evening.

### ROCKLAND.

Mrs. H. W. Burrell entertained the Young Matrons Club Monday evening.

Supt. of Schools W. L. Coggins is preparing for the opening of the schools next month.

The officers of Hatherly lodge, I. O. G. T., will be installed this evening.

### WATERTOWN.

The petition to the board of selectmen by the Middlesex & Boston Street railway asking that the company be given the right to lay a double track on Main street from the Waltham line to the Boston & Maine railroad bridge will come up for action next week.

## MINORITY SENATORS BLAME TARIFF AND TRUSTS FOR PRICES

Report, Just Made Public,  
Attributes High Cost of  
Commodities Chiefly to  
Protective Duties.

### GOLD ALSO FACTOR

WASHINGTON—The tariff, trusts, combines and monopolies and an increased money metal supply are the three most potent causes for the advance in prices in the United States, according to Senators Joseph F. Johnston of Alabama, James P. Clarke of Arkansas and Ellison D. Smith of South Carolina, minority members of the special Senate committee appointed during the last session of Congress to investigate and make a report on wages and the prices of commodities.

Vigorous attack is made in the report of these three Democratic members on almost all the reasons given by the majority in its report, submitted some time ago, as to the cause for the advance in prices.

The document is an important contribution to the campaign literature of the Democratic party for the impending congressional contest, and apparently was prepared with its availability for this purpose carefully kept in view. It shrewdly contrasts conditions in free trade Great Britain with those in the protective countries of continental Europe, instead of with the United States, and attacks certain features of the American tariff as producing only the manufacturers, and not benefiting the consumer or the laborer who produces the commodity protected.

"We are without sufficient data," says the minority members in their report just completed, "to apportion the degree of responsibility between those three causes, but that the two first are the chief factors we have no doubt; and they are of our own creation or permission."

After attacking, one at a time, the 15 principal causes contributing, according to the majority report, to the high cost of living, the minority takes up the tariff, declaring that when the Payne-Aldrich bill was framed "champagne was put on the schedule at from 54 to 66 per cent, while wearing apparel was taxed from 80 to 92 per cent."

"Drinking champagne was to be encouraged and wearing woolen clothes discouraged. So with hats," they add, "those bringing not over \$4.50 per dozen were taxed 77 per cent, and those valued at more than \$18 per dozen 47 per cent."

The result of protection, they declare, is great fortunes for the few and great suffering for the many. We believe," they say, "that the amount of the tariff is added to the price and taxed to the consumer; that but for the tariff the commodities we buy upon which that tax is laid would be cheaper, approximately to the extent of the tariff; and that when we do not buy the imported article the protected manufacturer puts approximately the amount of it on the goods produced by him."

"It is difficult to understand how any one can favor high rates of duty if he does not honestly believe that it will increase the prices to be realized by the manufacturers producing the article affected, by diminishing or destroying competition, and thus necessarily increasing the cost to the consumer."

Showing the effect of the tariff on prices, they instance sugar, on which the New York consumer, they say, pays more than the London consumer by the difference between the sugar tariff in the two countries plus 17 cents per 100 pounds.

"It is scarcely necessary," they add, "to mention the iniquitous woolen schedule—where the tariff rates are so high on the necessities of our people as to practically preclude any foreign manufacturer except on high-priced goods purchased by the wealthier consumer, who can, to some extent disregard price."

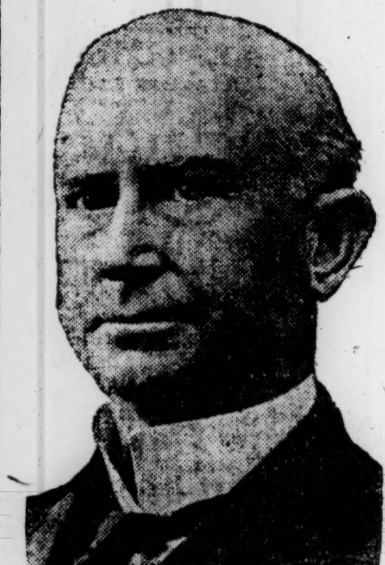
Taking up the subject of trusts, combinations, and monopolies, they declare that "there are few trusts that could survive a revenue tariff. They flourish only under the shadow of high protective walls. Standing behind these walls that shut off foreign competition and destroying domestic competition by consolidation and absorptions, they are limited only to selling at a fraction less than the foreign price plus the protective duty. That the reduce cost of production seems certain, but it is in rare cases that the public or the laborers employed by them participate in the enlarged profits."

"The methods of the meat trust," they declare, "seem to be admirably adapted to taking from the consumer and the producer the largest amount that the traffic will bear. Their destruction of local competitors cannot be improved upon."

As what they call a "sample of the working of our combines," they say that "while everywhere else in the world the price of harvesting machinery has been appreciably reduced since 1900, in the United States it has been materially increased. The increase," they add, "started nearly contemporaneously with the Dingley tariff."

As to wages, they say that "the fear that wages would fall if the tariff were removed, and the fall in prices would not be a clear gain to the consumer, is not warranted by the experience of Great Britain. Great Britain is a free trade nation, and it is the most prosperous nation in the world except our own. Shoals of emigrants from the tariff-ridden nations of France, Germany, Italy and Russia go to England

## Senior Arkansas Senator Succeeded James K. Jones, Democrat Leader, in 1903



THE HON. JAMES P. CLARKE.  
Member of the Senate "cost of living" committee, which blames the protective tariff.

to work. But Englishmen do not emigrate to those countries because the standard of living is lower. The general testimony is that the rate of wages for all mechanical trades is substantially higher in Great Britain than in those protectionist countries, while the prices of necessities are lower, leaving the Englishman a wider margin to live upon.

"It is about 60 years since Great Britain adopted free trade, and during that time, according to a table published in Whitaker's Almanac, wages have increased 81.7 per cent, and prices only 3 per cent. It is, therefore, well seen that the abolition of the tariff in England did not bring down the rate of wages. Neither would it in this country. If we remove the obstruction, allowing prices to sink to their natural level, the question of wages may be trusted to take care of itself."

Replying to the majority's statement, in their report, that an "increased demand for farm products" is a cause of advancing prices, the minority cite the wheat crop as having increased from less than 7 bushels per capita in 1900 to more than 8 in 1909; corn from 27 to 30 bushels per capita, and potatoes from almost 3 to more than 4 bushels.

Notwithstanding the increase in the price of farm products, the farmer, they say, "has realized a small net return on his labor and investment by reason of the increased cost of the articles necessary for him to purchase to carry on his business."

## PITTSBURG SEVENTH CITY IN THE COUNTRY NOW, WAS ELEVENTH

WASHINGTON—Pittsburg has risen from eleventh to seventh place among the great cities of the United States, according to population statistics made public Monday by the census bureau.

Ten years ago New York, Chicago, Philadelphia, St. Louis, Boston and Baltimore were the only cities in the United States having a population of more than half a million. Cleveland, Buffalo, San Francisco and Cincinnati each had a larger population than Pittsburg.

Now Pittsburg and Allegheny are one city, with a population of 533,905. The combined population of these two cities 10 years ago was 451,512. The increase in the last decennial period was 82,393, or 18.2 per cent. In the preceding decade Pittsburg and Allegheny gained 107,008, or 31.3 per cent.

The population of Syracuse, N. Y., is 137,249, as compared with 108,374 in 1900 and 88,143 in 1890. The increase in the last 10 years was 26.6 per cent, as compared with an increase of 23 per cent

## MELROSE ALLOTS IMPROVEMENTS

City appropriations of Melrose for \$17,000 worth of improvements become available Thursday evening. The city has already commenced part of the work acting upon instruction from Mayor Moore. Howard street has been macadamized and other streets have been prepared for improvement.

The city treasurer will place the bonds as soon as available. The money will be used as follows: \$3550 for macadamizing Howard street, \$3500 for rebuilding Grove street, \$2000 for laying out Goss avenue, \$300 for laying out Florence pond avenue, \$2500 for new continuous sidewalks, \$3854 for furnishings for the new wings of the high school, and \$2000 for the general contingent fund from which will be purchased new books for the public library.

## GROWERS PROVIDE FOR BERRY CROP

MIDDLEBORO, Mass.—The cranberry growers are preparing for the picking season. The first meeting of the growers will be held Friday at Cushing hall, when the New England Cranberry Sales Company will meet.

On Tuesday, Aug. 23, the Cape Cod Growers Association will hold a meeting at Wareham to discuss the coming season. The experimental station at East Wareham and the crop conditions will be considered. It is probable that the first authoritative announcement of the latter will be made at the meetings.

## LABORITES URGE SCOTTISH NATION TO DEMAND HOME RULE

(Special to The Monitor.)

LONDON—The Scottish National Committee recently formed by the Labor members at Westminster, has taken the step indicated some time ago, in these columns, and issued a manifesto to the Scottish nation, urging them to follow the example of the Irish and demand Home Rule for Scotland. It is probable that a similar step will be taken in the immediate future by the Welsh party, and so the question of the devolution of government will be brought to the front, on lines which for a considerable period have become inevitable.

The congestion in the House of Commons is rendering home rule in the different divisions of Great Britain a practical necessity. The discussion of purely local questions in the imperial

parliament has for a long time ceased to be either practical or advantageous, and it seems inevitable that some arrangement should be made by which some form of local self-government should be granted to the four divisions of the United Kingdom. Such a departure would be something completely different from the measure of home rule which has been demanded for Ireland, and whether it will prove the way out of the difficulty, remains to be seen. It might even prove a step toward that vast measure of imperial federation, foreshadowed by Augustine Birrell in a recent speech. Up to the present time, the appeal has been signed by 21 Liberal and Labor members, but these may, of course, be added to in the immediate future.

## SEEK PLAN TO SOLVE PROBLEM OF BOATING FOR LOWER CHARLES

Much interest among Bostonians fond of boating centers in the next annual report of the metropolitan park commission, which recently has come into control of the Charles river basin, because of what the commission will have to say regarding regulation of boating and boat-houses on the basin.

William B. de las Casas, chairman of the commission, in a statement made public today says that while the matter of constructing boat-houses on the basin is fixed by law and only the Legislature can change the situation in this respect, the commission will probably consider the boating question in its annual report and may make recommendations.

He declared that the attitude of the commission is friendly to boating interests and that its members are ready and willing to listen to all well-thought-out plans for betterment of prevailing conditions. The commission has sought to enforce the law regulating boating on the basin, Mr. de las Casas says, with as little hardship to the boating men as possible.

For two years or more there has been talk of constructing an island in the center of the basin for various purposes. Such a proposition, however, is said to be hedged by many difficulties. H. P. Wardwell, chairman of the rowing committee of the Boston Athletic Association, proposes that such an island be constructed for the use of the boating interests. His plan is to build an island 125 feet wide stretching from Harvard bridge to a point opposite the Union boat-house above the West Boston bridge.

This plan he offers as a solution of the problem brought about by the recent edict of the metropolitan park commission excluding all floating boat-houses and other obstructions from the Charles river. Mr. Wardwell would have one side of the island occupied by boat-houses for oarsmen, the other side for sail and power boats.

Mr. de las Casas declined to comment on Mr. Wardwell's proposition, but it is understood that the members of the metropolitan park commission do not consider the island plan a practical solution of the question.

## MELROSE WOMEN MAKE A SUCCESS OF THEIR SCHOOL

The Melrose vacation schools closed their third season Monday, the session being the most successful in achievement and attendance thus far conducted. The school was operated by the Melrose Woman's Club and tuition was free. The club furnished the teachers and supplies and the city allotted rooms at the Mary A. Livermore school building, also janitor services.

Mrs. John A. Sargent, chairman of the committee on education of the Woman's Club, was principal and gave her services as one of the teachers. Associated with her on the committee were Mrs. Isabelle Murray, Mrs. Henry B. Fletcher, Mrs. Percy W. Damon, Mrs. Julian C. Woodman, Miss Myra C. Chapin, Miss E. Gertrude Copeland, Mrs. Frank H. Brown and Mrs. Hiram W. Fisher, president of the club.

An exhibition of the work of the pupils was held during Monday afternoon and was largely attended by townspeople. Refreshments were served by Mrs. Fisher, Mrs. Woodman, Mrs. Hazel Peters and Mrs. Fred M. Goss. The attendance during the entire term of six weeks was perfect, about 100 attending. Classes were held in sewing, embroidery, basket making and cane-sewing.

## HAVERHILL HEARS SUFFRAGE PLANS

The summer campaign which is being conducted by the Massachusetts Woman Suffrage Association has completed its second week.

Miss Margaret Bondfield, deputy chairman of the People's Suffrage Federation of England, and the Misses Ward and Gardner, who accompany her, went today to Haverhill, where the same plan was followed in the other cities will be used of meetings at the mill gates at the noon hour, followed by four other meetings through the afternoon and evening.

FRANCE HAS EARTHQUAKE. MOUNTIERS, France.—A severe earthquake shock was felt here today. No damage has been reported.

## Minister Calhoun Dines Chinese Naval Mission on Eve of United States Trip



(Copyright, 1908, by Moffett, Chicago.)  
WILLIAM J. CALHOUN.  
Minister to China and former Chicago attorney, representing nation in Venezuelan dispute.

PEKING—At the American Legation Monday night a brilliant banquet was given by William J. Calhoun, the United States minister, for Prince Tsai-Hsun, head of the naval mission which shortly departs for the United States, and Prince Tsai-Tao, head of the army mission which recently returned to Peking.

Among the large number present were Prince Yu-Lang, Na-Tung, president of the Wai-Wu-Pu; Lord Li-Ching-Mai, Admiral Sah, Admiral Tan and other members of the navy and army missions. The navy mission will arrive at San Francisco aboard the steamship Manchuria Sept. 16. Eighteen days will be spent in making a tour of investigation in the United States.

## BELGIUM TRADERS ASK FOR SESSION OF PARLIAMENT

(By the United Press.)  
BRUSSELS—Business men of Brussels are today demanding that an extra session of the Belgian Parliament be called to make provision against a depression following the financial reverses occasioned by Sunday's disastrous fire that almost wiped out the Brussels Universal International Exposition. Early reports were to the effect that the loss would be from \$100,000,000 to \$200,000,000, but a revised estimate places the total damage at \$10,000,000.

The exposition was reopened today. Only a handful of visitors were present. Enormous crowds were expected during the latter part of August and September. Merchants and townspeople will get practically no return on the heavy investment they have made. Already thousands of exposition employees are idle and local labor conditions are in danger of being upset by this army of unemployed.

Parliament will probably be asked to vote a bonus to the promoters of the exposition and to inaugurate government works to provide for those out of employment.

## CHELSEA CHURCH DEDICATION PLANS

Arrangements are nearly completed for the dedication of the new Chelsea Central Congregational church, Sept. 11. The Rev. Charles E. Jefferson, D. D. of New York, a former pastor, will preach the dedication sermon in the morning. Other former pastors who will have a part in the exercises will be the Rev. Edward Anderson, D. W. Waldron, Boston; A. J. Higgins, Philadelphia; The Rev. Willis A. Hadley, the present pastor, will take part in each of the services.

In the afternoon there will be another service at which the following local clergymen will be invited to speak: The Revs. R. Perry Bush, D. D., Universalist; Charles N. Thorp, First Congregational; A. H. Nazarian, Bellingham Methodist; Francis Bakeman, D. D., First Baptist; W. W. Harris, Horace Memorial Baptist, and probably former pastors of some of these churches. A regular service, the first in the new church, will be held at 8 p. m. An elaborate musical program for each service is being prepared.

## News of the Playhouses

### AT BOSTON THEATERS.

A stock company revival of "Quincy Adams Sawyer" at the American Music Hall was the only new attraction of the week in Boston. "The Merry Widow" at the Majestic and "Three Million Dollars" at the Colonial, continue.

"Quincy Adams Sawyer." The Lindsay Morison stock company appeared Monday at the American Music Hall in "Quincy Adams Sawyer," a rural comic play in four acts by Justin Adams. The cast:

Quincy Adams Sawyer, Theodore Friebe; Zelig Pettingell, John Meehan; Obadiah Strout, Edward F. Nannery; Arthur Hastings, George F. Connor; Hiram Maxwell, William Mason; Abner Stiles, William Leahy; Bob Wood, Paul Linton; Alice Pettingell, Eleanor Gordon; Mrs. Hepstah Putnam, Katherine Clinton; Samantha Green, Mary Sanders; Mrs. Crowley, Rose Morison; Lindy Putnam, Valerie Valaire; Mandy Skinner, Holly Hollis; Huldy Mason, Grace Lothrop; Mrs. Hawkins, Goldie Pemberton.

"Quincy Adams Sawyer" was the most popular offering of Mr. Morison's season last summer, and the reception given the amusing play by the large audiences of Monday promises a repetition of that success. Little may be said of Mr. Adams' play after its many performances here. Indeed, the audience Monday evening showed evidences of knowing the story so well that the enjoyment was doubled for them. All the jokes and funny incidents were laughed at before they occurred as well as afterward.

For those who had never seen the play there was a performance fully up to any ever given here. Especially good were Mr. Leahy as Abner, whose song was called for several times over, Miss Sanders as the slatternly S'manthly, Miss Morison as comical Mrs. Crowley, Miss Lothrop as pretty Huldy Mason, and Miss Clinton as the tactful Mrs. Putnam. Easy parts were easily performed by Mr. Friebe and Miss Gordon, and adequate performances were given by the others. Mr. Linton was especially praiseworthy as Bob Wood, the bully.

Keith's Vaudeville. Miss Rose Pitonof, the young girl who swam from Charlestown bridge to Boston light Aug. 7, is an interesting headliner at Keith's this week, where she illustrates the various swimming strokes and makes all the standard dives into a pool so set into the stage and reflected in a mirror that every movement can be seen. Miss Pitonof pleased her observers greatly, both for her remarkable skill and for her engaging manner.

A most amusing act from the English music halls called "The Horse Dealer," employed several actors and four well-trained horses. The skit shows the things that happen to a timorous gentleman who undertakes to purchase a horse. Every trial has a ludicrous finish, and at the last a handsome hurdler takes the gentleman into his house through the window, incidentally breaking up house-keeping for him.

An interesting musical act of vocal and instrumental numbers of the best popular class was presented by Mrs. W. E. Annis and company; Gaston and D'Armond gave a clever singing and dancing act, Avery and Hart entertained with African nonsense, Miss Julie Ring and company pleased with a sketch well liked here on previous visits, Vittoria and Georgietta did a balancing act, and the Peters gave an old-style grotesque skit.

"The Shoemaker." The play at the Grand Opera House this week is "The Shoemaker," a comedy drama. It portrays both New York life and that of the far West. Harry Fields, the leading man, has the role of the shoemaker and brings out both the comedy and the pathetic side with much skill. It is the story of a humble yet worthy Hebrew, who visits this country and encounters many adventures more or less drastic, but which go to show that a man can be manly yet poor. Jack Sharkey depicts the nature of a western cowboy pleasingly. "The Shoemaker" is well staged and the supporters of Mr. Fields play their parts skilfully.

Boston Notes. "My Man," a play by Forrest Halsey and Miss Edith Ellis, will be performed for the first time on any stage at the Colonial theater on Aug. 29. The piece is founded on a story by Mr. Halsey, entitled "The Quality of Mercy." The cast includes Miss Anne Sutherland, Robert Drouet, Miss Edna Brothers and Campbell Golland.

The Castle Square theater reopens Monday, Aug. 29, for the third year, of the John Craig Stock Company. All the favorite players, headed by John Craig and Miss Mary Young, will reappear, the company being practically unchanged. A repertory of plays will be offered during the season that will include many current successes. Daily matinees as well as evening performances will be given as heretofore, with weekly change of bill. The box office opens next Monday morning. The play in which the company will make its reappearance will be announced in a few days.

The Shubert theater will reopen next Monday evening with Wright Lorimer's elaborate production of his beautiful Biblical play, "The Shepherd King." An excellent supporting company and new scenery is promised.

"Girls" will be the offering next week at the American Music Hall. The Fitch comedy is being revived for the final week of the Morison stock season in response to many requests.

"The Climax" opens the Park theater Aug. 29. The piece is a domestic comedy with a strong underplot in which music-

is a feature. Three of the four characters in the play are musicians.

Lindsay Morison will begin a season of stock productions with his own company at the Lynn theater, Lynn, Mass., on Aug. 29.

Miss Elsie Ferguson will make her second Boston appearance as a star on Labor day at the Hollis in a new comedy, "A Matter of Money."

Early attractions are "The Fortune Hunter" at the Tremont, "The Round Up" at the Boston, "Mary Jane's Pa" at the Globe and "The Arcadians" at the Colonial.

"Three Million Dollars" has started upon the final fortnight of its tuncful engagement at the Colonial theater. This musical comedy has proved of the light variety suited to the summer season, and is well acted by a company including Mark Smith, Miss May Boley, Louis Simon and Juliet. The latter gives imitations of popular stage people starting in their exactness. Especially good are the representations of James T. Powers and Harry Lauder.

"The Merry Widow" on Monday evening began the second week of its engagement at the Majestic. Crowded houses have greeted the operetta at every performance. The company is made up of players of talent, long experienced in the roles in which they sing and dance through this popular entertainment. The story of the piece is not notable for good taste and calls for no further comment. The music has long been acknowledged as entrancing, and it is interpreted with musicianly skill by an enlarged orchestra.

Multipane on Exhibition. The Levy multipane at Bass Point has been a source of interest to thousands of excursionists the past two weeks. Professor Levy has already put the finishing touches on this machine. It is expected he will be ready to carry out his promise to the public to make daily flights from a location fronting the Reel house in a few days. Boats leave Otis wharf at frequent intervals. Last boat up from Bass Point at 9:45 p. m.

### AT NEW YORK THEATERS "The Commuters."

James Forbes' new comedy, "The Commuters," was revealed for the first time in New York Monday evening at the Criterion theater. The author has attempted to set forth the humors of suburban life. The Brices, who live at Auburn Manor, are enthusiastic over a country dwelling house, while Sammy Fletcher, Larry Brice's chum, is a prejudiced city-bred bachelor. Fletcher visits the Brices, and complications ensue because Mrs. Brice seemingly finds confirmation for her suspicion that Fletcher's influence is the cause of her husband's prolonged visits to the city. Several humorous types of suburbanites are introduced. The principal members of the company are Miss May De Sousa, a player hitherto in vaudeville and musical comedy, Taylor Holmes, Orrin Johnson, E. Y. Backus and Miss Lillian Thurgate.

The Sun this morning says: None of the details of suburban life is lacking. For props he uses the alarm clock, the infinitesimal plot of grass that commuters call the lawn and which must not be stepped on; the misplaced garments that menfolk hunt vainly for while the train is whistling in the near distance. The program of music presented a brief scenario, a suburban symphony. The play was there save for Mr. Forbes' brand of slang and his characteristic breeziness.

Commuters returning home on the owl train. Dawn is breaking. Cuckoo clock strikes 4. Roosters announce daybreak. Commuters at breakfast. Locomotive whistle and bell are heard in the distance. The morning train is ahead of time. Never happened before! Frantic scramble to catch the train. Through the fields and over the fences they rush. Entire farmyard joins in general excitement. All aboard!

Miss DeSousa charmed as much with her capability as with her prettiness. Taylor Holmes was funny as the incorrigible Fletcher.

Miss Clara Lipman has the leading role in "The Marriage of a Star," which she performed for the first time in New York Monday evening. The play is an adaptation of a comedy by Bisson and Thurner. It tells story of stage life with a plot based on a situation similar to that of Scribner's "Ladies' Battle," but in this case the elder woman has her own daughter for a rival.

"The Echo," a new musical comedy, will be played for the first time in New York on Wednesday evening at the Globe theater. A leading role has been assigned to Miss Bessie McCoy, chiefly noted hitherto for the vigor and suppleness of her dancing. The piece was originally written and given by students of New York university. William Le Baron wrote the story and Deems Taylor the music. The action is laid near a hotel famous for its echo near by. The clashes between the various individuals in search of the echo furnishes the features of the harmless new play.

### The New Theater Company.

The new theater announces that Winthrop Amos and Leo Shubert of the directorate, have concluded signing contracts with the members of last season's repertoire company who are to return to the playhouse in the fall, and that additional engagements will be made. In all there will be about forty players not including extra people.

Miss Edith Wynne Matthison, who achieved remarkable success in "The Winter's Tale" and "Sister Beatrice," has been re-engaged, as has Miss Rose Coghlan, Henry Kolker, Albert Bruning, Louis

Calvert and A. E. Anson, Miss Jessie Busley, E. M. Holland, Miss Leah Bateman-Hunter, Mrs. Sol. Smith, Ferdinand Gottschalk, Mrs. Harriet Otis Dellenbaugh, Ben Johnson, William McVay, Jacob Wendell, jr., Miss Olive Wyndham, Wilfred North, Pedro de Cordoba, Miss Thais Lawton, Leo Baker, Miss Elsie Kearns and Master John Tansey. Johnson Briscoe will again be the prompter.

George Foster Platt, the producer of modern dramas, will, of course continue his duties. He will be assisted by Frederick Stanhope and Mr. North. Mr. Platt and Director Amos, together with Mr. North, have been at work since the close of the year preparing Matterlinck's "The Blue Bird" for presentation Sept. 20. Rehearsals begin Aug. 29.

### HERE AND THERE

Miss Blanche Bates will act this season in a comedy by Avery Hopwood called "Nobody's Widow."

Dustin Farnum will again tour in "Cameo Kirby."

George Ade is writing a comedy for William H. Crane called "U. S. Minister Jackson."

Miss Fritz Scheff will star this season in an opera that is being made from "Tribby," with music by Victor Herbert. At present she is appearing with the all star company that is singing "The Mikado."

Madame Pilar Morin and her company will present at Bar Harbor this Tuesday evening the silent drama in three acts, "L'Enfant Prodigue." "L'Enfant Prodigue," is by Michael Carre and Andrew Wormser. It is sixteen years since the piece was seen in this country, when it was presented at Daly's theater by a French company, with Madame Morin in the leading role of Pierrot.

"The Fortune Hunter" has passed its three hundredth Chicago performance. The Blackstone, Chicago, now under construction, is announced to open for the first time Nov. 15.

It is now settled that the Gillette repertoire for the forthcoming season will include "Sherlock Holmes," "Secret Service," "The Private Secretary," "Too Much Johnson," "Held by the Enemy" and "Clarice." In most cases Mr. Gillette will be assisted by members of the original casts.

## COURT TO DECIDE RIGHTS OF INDIANS

WASHINGTON—With the rights of some 30,000 Indians in question, the supreme court of the United States will begin consideration, probably during the first week of the approaching term, of some of the most perplexing problems arising out of the relation of the United States to its wards. Among these are questions of citizenship and of authority over the lands of the individual Indians.

### HOTELS

**Hotel Somerset**  
Commonwealth Ave.  
and Chalmers East, Boston

**EUROPEAN PLAN**  
Terrace Restaurant open during summer months

Bookings for Fall and Winter can be made now. Special inducements to permanent guests

**TRANSIENT RATES**  
Room Without Bath, 2.00 per day  
Room With Bath, 2.50 per day  
Parlor Bedroom and Bath, 4.00 per day

Complete equipment for Balls, Banquets, Concerts and Social Events of all kinds.

FRANK C. HALL, Manager

### TRAVEL

**BASS POINT NAHANT**

Hand Concerts Shore Dinners  
Free Exhibition, Levy's Multipane

Preparatory to Daily Flights  
Fronting Relay House

Gov. Andrew—Steamers—Gen. Lincoln  
Leave Otis Wharf, Boston, at 9:30, 11 a. m., 1:30, 2:30, 3:30, 5:10, 6:15, 8 p. m. Return from Bass Point 10:30 a. m., 12 m., 1:30, 3:30, 5, 6:10, 9:45 p. m.

**BOSTON TO NEW YORK, Fare \$4.00**  
Metropolitan Line Express Turbine Steel Steamers HARVARD & YALE  
ships leave and Sundays leave India Wharf, Boston, 5 p. m. Due N. Y. 8 a. m. next day.

**Advertisements**  
Intended to appear in all editions of

**Saturday's Monitor**  
Should reach The Monitor office

**Not Later Than Friday Afternoon**  
To insure proper Classification.

Wedding Invitations W.B. Clarke Co  
Engraved and Printed 26 & 28 Tremont St

# DIRECTORY OF Manufacturing and Wholesale Firms

## ADDING AND LISTING MACHINE

Louis C. Chase, 179 Summer St., Boston.  
Comptograph Adding Machine and Millionaire Calculating Machine.

## ADDRESSING IMITATION TYPE-WRITER LETTERS AND HAND DISTRIBUTING

The Boston Mailing Co., 394 Atlantic Ave., Boston, Mass.

## ADVERTISING AGENTS

Ferry, Burditt & John, 1590 Old Colony Bldg., Chicago.  
Wood, Putnam & Wood, 161 Devonshire St., Boston.  
Lovett Advertising Co., Inc., Room 69, 262 Washington St., Boston.  
C. Frommenger, 20 Vesey St., New York, N.Y.

## ADVERTISING NOVELTIES AND SIGNS

The Enterprise Co., 170 Summer St., Boston.

## ARCHITECTS

Warren & Gerrish, 53 State St., Boston, Mass.

## ARCHITECTURAL IRON WORKS

G. W. & F. Smith Iron Co., Gerard and Reading Sts., Boston, Mass.

## ARTIFICIAL PALMS AND PLANTS

Boston Decorative Plant Co., 65 Summer St., Boston.

## ATTORNEYS-AT-LAW

Samuel Davis, 13 Tremont St., Boston.  
Josiah S. Dean, 18 Tremont St., Boston.  
William Donahue, 1 Liberty St., New York.

## BELTING AND MILL SUPPLIES

Henry K. Barnes Co., 234 Devonshire St., Boston.

## BIBLE MFGRS. (ILLUSTRATED)

Synthetic Publishing Co., 12-14 W. 32d St., New York, N.Y.

## BOOKBINDERS

Dudley & Hodge, 299 Washington St., Boston, Mass.

## BOOTS AND SHOES

Manufacturers and Distributors of Special-Grand Rapids Shoe & Rubber Co., 28-30 So. Iowa St., Grand Rapids, Mich.

## BUILDING CONTRACTORS

Whitcomb & Kavanaugh Co., 6 Beacon St., Boston.

## BUTTER CUTTERS

The Automatic Individual Butter Cutter Co., Ex. Office 101 Tremont St., Boston.

## CLOAKS, SUITS AND FURS

Messing & Co., 521 Washington St., Boston.

## CLOCKS, HALL, TOWER, ETC.

Daniel Pratt's Son, 58 Franklin St., Boston.

## COAL

Metropolitan Coal Co., 20 Exchange Place, Boston.

## COMMERCIAL FURNITURE

W. B. Badger & Co., 182 Portland St., Boston.

## CONFECTIONERY SPECIALTIES

Purity Confectionery Co., 179 Portland St., Boston.

## CONTRACTORS' EQUIPMENT AND RAILROAD SUPPLIES

A. L. Derry & Co., 427 Connel Bldg., Scranton, Pa.

## CONTRACTORS FOR ELECTRIC WIRING

Lord Electric Co., 112 Water St., Boston.

## CORRESPONDENCE PAPERS

Eagon, Crane & Pike Co., Pittsfield, Mass.

## DESIGNERS OF DIAMOND JEWELRY

Carl H. Skinner, 12 Milk St., Boston.

## DICTIONARIES AND ENCYCLOPEDIA MANUFACTURERS

Synthetic Publishing Co., 12-14 W. 32d St., New York, N.Y.

## DUSTLESS-DUSTERS

Howard Dustless-Duster Co., 104 Federal St., Boston, Mass.

## ELECTROTYPES

Dickinson Electrotyping Foundry, 270 Congress St., Boston.

## ELECTRIC INCANDESCENT LAMPS

Sunbeam Incandescent Lamp Co., 500 South Clinton St., Chicago; 463 West St., New York, N.Y.

## ELECTRIC HEATING DEVICES

Simplex Electric Heating Co., Cambridge, Mass.

## ELECTRIC AND GAS LIGHTING FIXTURES

McKenney & Waterbury Co., 181 Franklin St., Congress St., Boston.

## EMPLOYMENT AGENCY

Mercantile Reference and Bond Ass'n, 387 Washington St., Boston, Mass.

## ENGRAVING (STEEL AND COPPER PLATE)

McKenzie Engraving Co., 155 Franklin St., Boston.

## FEED, FLOUR, HAY AND GRAIN (WHOLESALE)

E. S. Woodhouse, 16 & 18 Dockash Pl., Scranton, Pa.

## FERTILIZERS

Virginia-Carolina Chemical Co., Richmond, Va.

## FIRE ESCAPES

J. T. Cowles Co., 223 N. Sangamon St., Chicago, Ill.

## FISHING TACKLE

H. A. Whittemore & Co., 89 Pearl St., Boston.

## FURNACE AND COMBINATION HEATERS

Trask Culin Furnace Co., 44 Sudbury St., Boston.

## GRANITE AND MARBLE POLISHERS' SUPPLIES

Harrison Supply Co., 5-7 Dorchester Ave., Extension, Boston.

## GROCERS—WHOLESALE

Silas Pelree & Co., Ltd., 59 Commercial St., Boston; Fitchburg, Mass.; Portsmouth, N.H.; Sylvester Brothers Company, Seattle, Wash.

## HARDWARE SPECIALTY MFGRS

P. C. W. Mfg. Co., 1 Madison Ave., New York, N.Y.

## HARPS

Melville A. Clark, 416-12-20 South Salina St., Syracuse, N.Y.

## HAT AND BONNET FRAMES MFG

J. S. Sleva & Co., 105 Summer St., Boston.

## HEATING APPARATUS

Ridgway Furnace Co., 6 Portland St., Boston.

## HEATING AND COOKING APPARATUS

Magee Furnace Co., 38 Union St., and 94 Summer St., Boston.

## HEATING (STEAM & HOT WATER)

Gurney Heater Mfg. Co., 188-200 Franklin St., Boston.

## INDUSTRIAL SECURITIES

Wheeler & Shaw, Inc., 79 Milk St., Boston, Mass.

## INSURANCE AGENTS AND BROKERS

Hinckley & Woods, 32 Kilby St., Boston, Mass.

## JERSEYS AND SWEATER COATS

William H. Wye & Co., Needham, Mass.

## KNIT UNDERWEAR AND UNION SUIT MFGRS

Carier's Underwear, Needham Heights, Mass.

## LANDSCAPE AND GARDEN ARCHITECTS

S. P. Negus, A. M., 6 Beacon St., Boston, Mass. Tel. Hay, 551.

## LASTS

Geo. H. Van Felt, 440 W. Huron St., Chicago, Ill.

## LEATHER NOVELTIES (ADVERTISING)

The Enterprise Co., 170 Summer St., Boston.

## LIMESTONE AND MARBLE

W. J. Sullivan, 59 Southampton St., Boston, Mass.

## LINENS

A. W. Baylis & Co., 93 Franklin St., New York, N.Y.

## LOOSE LEAF AND MANIFOLD BOOKS

A. E. Martell Co., 159 Devonshire St., Boston.

## LUMBER

H. W. Taylor & Co., Old Colony Bldg., Chicago, Ill.

## LUMBER DEALERS (WHOLESALE)

Wandall & Brown, 3300 Center Ave., Chicago, Ill.

## LUMBER, PINE AND HARDWOOD, MFGRS. AND EXPORTERS.

Southern Pine Lumber Co., Texarkana, Ark.

## MACHINERY

The Randle Machinery Co., C. H. & D. Ry. & Powers St., Cincinnati, Cincinnati, Ohio.

## MACHINE TOOLS AND MACHINISTS' SUPPLIES

Chandler & Farquhar Co., 36 Federal St., Boston.

## MANUFACTURERS' AGENTS

W. E. Dennis, 88 Broad St., Boston.

## MEN'S CLOTHING

Pierce Billings & Co., 80 Kingston St., Boston, Mass.

## METAL WORKING MACHINERY

Frederick Tool & Supply Company, New York, Boston, Buffalo, Syracuse, Scranton.

## MILLINERY GOODS

Felix Kornfeld, 55-59 Summer St., Boston, Mass.

## MONOGRAMS IN ALL METALS

John A. Salaman, 17-21 Bromfield St., Boston.

## MUSIC PUBLISHERS

Victor Kremer Co., 108 Randolph St., Chicago, Ill.

## OSTRICH FEATHERS

Felix Kornfeld, 55-59 Summer St., Boston, Mass.

## OVERALLS MANUFACTURERS

Brattleboro Overall Co., 77 Summer St., Boston, Mass.

## PACKERS

Doid Quality Meats, Niagara Hams and Bacon, White Rose Lard.

## PAPER DEALERS

Andrews-Burr Paper Co., 54 India St., Boston, Mass.

## PAPER DEALERS AND MANUFACTURERS AGENTS

The Arnold Roberts Co., 180 Congress St., Boston, Mass.

## PAPER DEALERS (WHOLESALE)

R. C. Kautner Paper Co., 28 Elm St., New York, N.Y.

## PAPER MANUFACTURING

Bay State Paper Co., 40 India St., Boston, Mass.

## PAPERHANGERS' PASTE

Boston Paste Co., 81 Travers St., Boston.

## PATTERN MANUFACTURERS

May Stanton Pattern Co., 132 E. 23d St., New York City, N.Y.

## PEANUT BUTTER

Kelly's Dixie Brand, 200 State St., Boston.

## PIANOS

Kraft & Bates, 32 Boylston St., Boston.

## PICKLE MANUFACTURERS

Mrs. E. G. Kidd, 706 E. Leigh St., Richmond, Va.

## PICTURES

Green & Co., 200 Broadway, New York.

## PIPE ORGAN BUILDERS

Coburn Organ Co., 230-234 Washtenaw Ave., Chicago, Ill.

## RAISINS

Green & Co., 200 Broadway, New York.

## RAILROAD SUPPLIES

Commonwealth Steel Co., St. Louis, Mo.

## RUBBER GOODS

Morgan & Wright, Detroit, Mich.

## RUBBER STAMPS

Union Stamp Works, 175 Washington St., Boston.

## SAFES

F. A. Hyde & Co., 110 Sudbury St., Boston, Mass.

## SAW MILL MACHINERY

Union Iron Works, Main St. and Second Ave., Minneapolis, Minn.

## SHOCK ABSORBERS

Knapp-Greenwood Co., 1000 Boylston St., Boston, Mass.

## SCALES, STORE TRUCKS, GAS ENGINES, MILL SUPPLIES

The Fairbanks Co., 38-41 Pearl St., Boston.

## PLASTERERS

Robert Gallagher Co., 188 Devonshire St., Boston, Mass. Tel. Main 62.

## PLUMBING

Wm. H. Mitchell & Son Co., 1 Province Court, Boston, Mass.

## PLUMBING SUPPLIES

James Barrett Mfg. Co., 18-20 Pearl St., Boston.

## POST CARDS

Green & Co., 200 Broadway, New York.

## PRECIOUS STONES

Phelps & Perry, 3 Maiden Lane, New York, N.Y.

## PRINTERS' SUPPLIES

Wild & Stevens, Inc., 5 Purchase St., Boston.

## PUBLISHERS

Photo-Era Magazine (Wilfred A. French), 383 Boylston St., Boston, Mass.

## RAISINS

Ideal "Not-A-Seed" Brand, 229 Board of Trade Bldg., Boston, Mass.

## RAILROAD SUPPLIES

Commonwealth Steel Co., St. Louis, Mo.

## RUBBER GOODS

Morgan & Wright, Detroit, Mich.

## RUBBER STAMPS

Union Stamp Works, 175 Washington St., Boston.

## SAFES

F. A. Hyde & Co., 110 Sudbury St., Boston, Mass.

## SAW MILL MACHINERY

Union Iron Works, Main St. and Second Ave., Minneapolis, Minn.

## SHOCK ABSORBERS

Knapp-Greenwood Co., 1000 Boylston St., Boston, Mass.

## SCALES, STORE TRUCKS, GAS ENGINES, MILL SUPPLIES

The Fairbanks Co., 38-41 Pearl St., Boston.

## SPARK PLUGS

Knapp-Greenwood Co., 1000 Boylston St., Boston, Mass.

## STEEL CASTINGS

George H. Smith Steel Casting Company, Milwaukee, Wis.

## STOCK EXCHANGE BLACKBOARDS, DESIGNERS AND BUILDERS

Eugene M. Dornhoff, 631 The Hookery, Chicago, Ill.

## TELEPHONE SYSTEMS (PRIVATE)

S. H. Couch Co., 156 Purchase St., Boston.

## TEMPERATURE REGULATION (AUTOMATIC)

Johnson Service Co., 12 Pearl St., Boston.

## TIME STAMPS AND RECORDERS (AUTOMATIC)

The Automatic Time Stamp Co., 160 Congress St., Boston, Mass.

## TYPEWRITER RIBBONS AND CARBON PAPER

Kee-Lee Manufacturing Co., 178 Federal St., Boston, Mass.

## UNDERMUSLINS

V-S Undermuslin Co., 154 Front St., Worcester, Mass.

## WASHING MACHINES

Imperial Machine Stamping & Welding Co., 696 E. First St., South Boston, Mass.

## WATCHES AND JEWELRY

Phelps & Perry, 3 Maiden Lane, New York, N.Y.

## WOODEN BOXES & CORRUGATED PAPER PRODUCTS

George G. Page Box Co., 1-14 Hampshire St., Cambridge, Mass.

## SKIRTS (DRESS AND WALKING)

Royal Skirt Co., 67 Essex St., Boston.

## WOOL

F. N. Graves & Co., 234 Summer St., Boston.

## WOOL COMMISSION

Geo. W. Benedict, 228 Summer St., Boston.

## WOOLENS

Blake & Stearns, 87 Summer St., Boston.

## What Other Editors Are Saying

THE selected editorial comments to-day deal with the reply of Senator Aldrich to the charge of Senator Bristow that he (Mr. Aldrich) used his position as chairman of the committee on finance to increase the duty on manufactures of rubber in order to swell the profits of a rubber company in which he was interested:

NEW YORK SUN—Strange as it may seem to the Kansas senator, the Rhode Island senator has never concealed his part in the formation of companies to procure crude rubber. Of course, if he had concealed it Mr. Bristow could not have fashioned his deadly weapon so quickly and easily. The case against his colleague might have looked very black indeed if the company in

# Stock Market Advances Well in Afternoon, Closing Strong

## BULLS BECOMING MORE ACTIVE IN THE STOCK MARKET

Both Markets Display Moderate Strength Soon After Opening and Good Tone Is Displayed.

## UNITED FRUIT IS UP

Sentiment in stock exchange circles was of a more confident tone this morning. Prices responded accordingly during the early sales. There was no urgent buying and trading was of moderate volume. The opening prices were about the same as last night's closing, but in a few minutes an upward tendency was noted in the important issues, Union Pacific, Reading and U. S. Steel all showing improvement. Central Leather and Gas were stronger. Other issues soon advanced and the improvement in New York had the effect of stimulating prices on the local exchange.

U. S. Steel opened up 1 1/2 in New York at 70 1/2 and advanced about a point before midday. There was some buying of U. S. Rubber preferred and the stock advanced 1/2 to 108 1/2. American Beet Sugar advanced 1/2 to 38 at the opening but soon lost the gain and receded a good fraction further. Consolidated Gas started off unchanged at 34 1/4 and rose over a point. Central Leather opened at 34 1/4 and sold up around 36 before midday. American Telephone and Telegraph opened unchanged at 134 1/4 and advanced a point. Panhandle opened at 94 1/4 and rose over a point.

On the local exchange United Fruit attracted some attention by opening up 4 points at 194 and advancing 2 points more before noon. Lake Copper was off 1/2 at the opening at 37 1/2 but soon recovered and advanced to 38 1/2 and then receded fractionally. North Butte started off unchanged at 28 1/4 and improved a point.

A brisk buying movement started in the early afternoon on the New York market and prices advanced vigorously. At the beginning of the last hour Amalgamated Copper was selling about 2 points above the opening. Steel was 1 1/2 points above the first quotation of the day. Union Pacific was up about 2 points. Reading was up over 2 points. American Smelting which opened at 60 1/2 went to 69. Louisville & Nashville and Missouri Pacific were both in good demand.

The local market participated to some extent in the rise. Calumet & Arizona opened at 39 and sold well above 61.

LONDON—The securities markets as a whole were sluggish in the late dealings. Well-edged investments were decidedly firm, although closing below the best figures. Home rails and rubbers had a heavy appearance and foreigners were steady.

A harder tendency was discernible in mines and improvement in American railway shares was in progress at the end of the official session.

The group did not broaden particularly in the curb.

## BUYING LAND FOR TERMINALS

NEW YORK—Canadian Pacific officials have concluded negotiations looking toward the purchase of nearly a mile of river front property at Kamloops, on the North Thompson river, British Columbia, at a cost of about \$100,000.

On this property the main running tracks of its line will be constructed and also yards with terminal facilities. Total cost of this work is set at approximately \$200,000. The main line of the Canadian Pacific at Kamloops at present runs through the principal thoroughfare of that city.

## THE COTTON MARKET.

(Reported by Boston & Albany, 27 State St., N. Y.)

	Open.	High.	Low.	Last Sale.
August	13.15	13.25	13.10	13.20
September	13.10	13.20	13.05	13.15
October	13.05	13.15	13.00	13.10
November	13.00	13.10	12.95	13.05
December	12.95	13.05	12.90	13.00
January	12.90	13.00	12.85	12.95
February	12.85	12.95	12.80	12.90
March	12.80	12.90	12.75	12.85
April	12.75	12.85	12.70	12.80
May	12.70	12.80	12.65	12.75

LIVERPOOL—Spot cotton quiet; prices steady. American middling uplands 8.31. Sales 4000. Receipts 8000. 7100 American. Futures opened steady.

## Weather Predictions

UNITED STATES WEATHER BUREAU PREDICTION FOR BOSTON AND VICINITY: Showers Tuesday and Wednesday; little change in temperature.

WASHINGTON—The U. S. weather bureau predicts weather today as follows for New England: Showers tonight and probably Wednesday.

TEMPERATURE TODAY.  
2 p. m. 66.12 noon 68.10  
Average temperature yesterday, 74 1/2.

## IN OTHER CITIES.

	Open.	High.	Low.	Last Sale.
Montreal	101	101 1/2	101	101 1/2
San Francisco	101	101 1/2	101	101 1/2
New York	101	101 1/2	101	101 1/2
Washington	101	101 1/2	101	101 1/2
San Jose	101	101 1/2	101	101 1/2
New Orleans	101	101 1/2	101	101 1/2
San Francisco	101	101 1/2	101	101 1/2

ALMANAC FOR TOMORROW.  
Sun rises 4:52. Moon sets 1:00 a. m.  
Sun sets 6:41. High water 12:27.  
Length of day 13:52. 8:22 a. m. 8:48 p. m.

## NEW YORK STOCKS

NEW YORK—The following are the transactions on the New York Stock Exchange, giving the opening, high, low and last sales today:

	Open.	High.	Low.	Last Sale.
Allis-Chalmers.....	9 1/2	9 3/4	9 1/4	9 1/2
Amalgamated.....	65 1/2	66	65 1/4	66
Am Ag Chemical.....	43 1/2	44	43 1/4	44
Am Beet Sugar.....	38	38	37	37 1/2
Am Beet Sugar pf.....	93 1/2	93 3/4	93 1/4	93 1/2
Am Can.....	67 1/2	68	67 1/4	68
Am Can pf.....	67 1/2	69	67 1/4	69
Am Car & Found.....	48	48 1/2	48	49
Am C & F pf.....	112	112	112	112 1/2
Am Cotton Oil.....	60 1/2	61 1/2	60 1/4	61
Am H & L pf.....	28	28	28	28 1/2
Am Ice.....	22 1/2	23	22 1/4	23

# Latest Market Reports Produce Quotations Shipping

## SHIPPING NEWS

Fishing arrivals today were Francis Silva, 17,000 pounds, Edith Silveira with 76,000 pounds, Fannie Belle Atwood 69,000, Georgiana 53,000, Helen B. Thomas 39,500, Mary C. Santos 33,000, Philip P. Manta 40,000, Rebecca 46,000, Seacount 35,000, Mary Silveira 32,000, Elva Spurling 35,000, Emily Sears 21,000, Geraldine 5,000, Laura Enos 5,000 and Morning Star 3,000.

Dealers' prices at T wharf Tuesday per hundredweight were as follows: Haddock \$1.60@2.50, large cod \$3.50@3.75, small \$2.25@3.25, hake \$3.25@4, pollock \$2.25@3.25, swordfish 11c. per pound.

Swordfish arrivals Tuesday were Eva Mildred with 105 fish, Julietta 50, Gerald 1.

A consignment of alligator pears was included in the cargo of the United Fruit Company's steamer Bradford, which arrived this morning 10 hours late owing to the dense fog. She will leave Wednesday for Kingston with general freight, Roger Conant, Miss Gertrude Conant and George Stewart of Boston were among the passengers. Some 35,000 bunches of bananas, 79 bunches of coconuts, 6 barrels and one box of limes and 5½ tons of bitterwood were in the cargo.

The United Fruit Company's steamer Esparta, Captain Glenn, today is discharging the 30,000 bunches of bananas which she brought from Port Limon, Costa Rica, Monday. The captain said that when off the coast of Nantucket hundreds of sharks were sighted, which scattered as the ship steered through the school.

The valuation of imports at this port last week amounted to \$2,405,570, compared with \$2,157,282 for the corresponding week of last year, according to custom house figures. Exports last week were valued at \$1,105,408, against \$955,970 for the same period of 1909.

### PORT OF BOSTON.

#### Arrived.

Str Winifredian (Br), Shepherd, Liverpool Aug 6, mdse, 76 passengers and 22 returning cattle, for F. Toppin.  
Str Prince George (Br), McKinnon, Yarmouth, N. S., mdse and passengers to J. F. Masters.  
Str Kershaw, Johnson, Norfolk, mdse and passengers to C. H. Maynard.  
Str Harvard, Coleridge, New York, mdse and passengers to Albert Smith.  
Str Belfast, Sawyer, Bangor, Me.  
Str City of Bangor, Colby, Bath, Me.  
Str Ransom B. Fuller, Blair, Portland, Me.  
Str City of Gloucester, Linneken, Gloucester, Mass.  
Tug Boxer, Walls, Philadelphia, tow bgs Holton and Harrisburg.  
Tug Monocacy, Camp, Port Point, Me.  
Tug Leader, Doane, Sandwich, tow bgs Whitman.  
Tug Lehigh, McGoldrick, Perth Amboy, tow bgs Marine, Brooklyn and Buckler.  
Sch John W. Dana, Bradford, Savannah, Ga., Aug 5, 500,000 ft of lumber for B. F. Lamb Lumber Company; vessel to Rogers & Webb.  
Sch Nellie Grant, Belatty, Ellsworth, Me.  
Sch Crescent, Mehaffey, Patuxent River, Va., 10,000 railroad ties; vessel to Rogers & Webb.  
Sch Thomas W. H. White, Clarke, St. George, S. I.  
Sch General Scott, Crossman, Calais, Me, lumber.  
Str Portland Packet, Sadler, Bangor, Me, lumber.

## Atlantic and Pacific Sailings

Steamship Movements at a Glance.

EASTBOUND.	
Sailings from New York.	
*Ryndam, for Rotterdam.	Aug 16
*Georgian, for Bremen.	Aug 16
*Lusitania, for Liverpool.	Aug 17
*Maestric, for Southampton.	Aug 17
*Oceanic, for Mediterranean ports.	Aug 17
*Graf Waldersee, for Hamburg.	Aug 18
*La Provence, for Havre.	Aug 18
*United States, for Copenhagen.	Aug 18
*Volturno, for Rotterdam.	Aug 18
*Minotaur, for London.	Aug 19
*Koenigstein, for Medit. ports.	Aug 19
*Germania, for Antwerp.	Aug 19
*Columbia, for Glasgow.	Aug 20
*Duna d'Aosta, for Medit. ports.	Aug 20
*Vedre, for Liverpool.	Aug 20
*Kronland, for Antwerp and Dover.	Aug 20
*St. Paul, for Southampton.	Aug 20
*Cincinnati, for Hamburg.	Aug 20
Sailings from Boston.	
Saxonia, for Liverpool and Queens-	Aug 16
land, for Rotterdam.	Aug 16
*Gordyk, for Rotterdam.	Aug 17
*Calico, for Hull.	Aug 17
*Numidian, for Glasgow.	Aug 19
*Winifredian, for Liverpool.	Aug 19
*Kensington, for Copenhagen.	Aug 20
*Zealand, for Liverpool and Queens-	Aug 20
land.	Aug 20
*Rehanna, for Hamburg.	Aug 22
*Marquette, for Antwerp.	Aug 22
*Lancaster, for Liverpool.	Aug 22
*Iverna, for Liverpool and Queens-	Aug 22
land.	Aug 22
*Cestrian, for Liverpool.	Aug 23
Sailings from Philadelphia.	
Memorie, for Antwerp.	Aug 19
*Haverford, for Liverpool.	Aug 27
Sailings from Montreal.	
Lake Manitoba, for Liverpool.	Aug 18
Royal Edward, for Bristol.	Aug 18
*Magenta, for Liverpool.	Aug 20
*Empress of Britain, for Liverpool.	Aug 20
*Dominion, for Liverpool.	Aug 27
WESTBOUND.	
Sailings from Liverpool.	
Iverna, for Boston.	Aug 16
*Lancaster, for New York.	Aug 18
*Laurentic, for Montreal.	Aug 20
*Halle, for New York.	Aug 20
*Cymric, for Boston.	Aug 23
*Caronia, for New York.	Aug 23
*Merion, for Philadelphia.	Aug 24
*Empress of Ireland, for Montreal.	Aug 24
*Lusitania, for New York.	Aug 27
*Canada, for Montreal.	Aug 27
*Celtic, for New York.	Aug 27

Saxonia, for Boston.	
Saxonia, for Boston.	Aug 30
Friedland, for Philadelphia.	Aug 30
Sailings from London.	
Minnewaska, for New York.	Aug 20
Minneapolis, for New York.	Aug 27
Sailings from Southampton.	
Tentonia, for New York.	Aug 17
Oceanic, for New York.	Aug 18
Maestric, for New York.	Aug 31
Sailings from Glasgow.	
Parisian, for New York.	Aug 19
California, for New York.	Aug 20
Puissance, for New York.	Aug 27
Sailings from Bristol.	
Royal George, for Montreal.	Aug 18
Sailings from Hamburg.	
Kaiserin Augusta Victoria, for N.Y.	Aug 18
Bluebird, for New York.	Aug 21
Bluebird, for New York.	Aug 25
President Lincoln, for New York.	Aug 28
Deutschland, for New York.	Aug 30
Sailings from Bremen.	
Kronprinz Wilhelm, for New York.	Aug 16
Prinz Friedrich Wilhelm, for N.Y.	Aug 20
Kaiser Wilhelm II., for New York.	Aug 23
Barbarossa, for New York.	Aug 27
Kaiser Wilhelm der Grosse, for	
New York.	Aug 30
Sailings from Havre.	
La Lorraine, for New York.	Aug 20
Lorraine, for New York.	Aug 20
La Provence, for New York.	Aug 27
Sailings from Antwerp.	
Vaderland, for New York.	Aug 20
Manitou, for Boston.	Aug 25
Lapland, for New York.	Aug 27
Sailings from Rotterdam.	
Noordam, for New York.	Aug 20
Rotterdam, for New York.	Aug 27
Sailings from Fiume.	
Ullonia, for New York.	Aug 27
Transatlantic Sailings.	
WESTBOUND.	
Sailings from San Francisco.	
*Tenyo Maru, for China and Japan.	Aug 16
*via Honolulu.	Aug 16
*Sakura, for Honolulu.	Aug 20
*Oceano, for Asia, Australia and	
Sydney.	Aug 20
*Korea, for China and Japan, via	
Honolulu and Manila.	Aug 23
*Lurline, for Honolulu.	Aug 24
*U. S. mail.	

## Produce Markets

### Arrivals.

Str Bradford from Port Antonio, Jam., with 35,000 stms bananas, 75 lbs coconuts, 6 bbls 1 lb limes, for United Fruit Co.

Str Winifredian from Liverpool.  
Str Kershaw from Norfolk with 606 bbls potatoes.

The Norfolk str due here tomorrow has 47 bbls potatoes, 48 crts cantaloupes, 141 crts eggplant.

Str Sannio from Mediterranean ports brought 7828 bbs 1844 hlf bgs lemons, 17,112 lbs macaroni, 2450 bgs sugar. Fruit will be sold by H. Harris & Co. Thursday, Aug 18, at 1 p.m., at 227 State street; fruit at Cunard line pier, East Boston.

### Sailed.

Str Alice from Sosa for Boston with bananas for W. W. & C. R. Noyes. Due here Friday, Aug. 19.

Str Vera from Port Antonio for Boston with bananas for United Fruit Company. Due here Aug. 19.

Str Limon from Port Limon for Boston with bananas for United Fruit Company. Due here Aug. 22, p.m.

### Boston Receipts.

Apples 7776 bbls, berries 639 crts, peaches 11787 crts, watermelons 9 crts, cantaloupes 16 crts, California oranges 656 bbs, lemons 3058 bbs, bananas 35,000 stems, coconuts 75 bgs, California deciduous fruit 12 crts, pineapples 26 crts, grapes 5735 carriers, peanut 50 bgs, potatoes 10845 bushels, sweet potatoes 1089 bbls, onions 420 bushels.

### Fruit Sale Today.

By H. Harris & Co.: California Valencia oranges \$1.50@5.55 bx, California lemons \$3.70@4.95 bx, California grape fruit \$1.20@2.15 bx, California pears \$2.30@3.65 bx, Arizona Bartlett pears \$3.25@3.65 bx, California peaches 50c@1.00 bx, California grapes \$1.25@3.20 bx, California prunes \$1.15@2.15 bx.

### New York Fruit News.

The steamer Carpathia, from Palermo, with 7150 bbs lemons, and steamer Duca d'Abruzzi, with 3550 bbs Palermo lemons, have arrived.

Sale Monday, 15 cars California oranges. Market was easier and lower. The demand was good and prices fair. The offering consisted principally of Valencia lemons and the prices were as follows: 90s \$1.30@4.95, 112s \$1.45@4.95, 120s \$1.45@4.95, 150s \$1.45@5.55, 170s and 200s \$1.45@5.55, 210s \$1.45@4.50, 250s \$1.50@4.40.

Steamer Europa has sailed for New York with 7000 bbs Palermo lemons. Sales for this week: Wednesday, 14,250 bbs Palermo lemons; Thursday, 13,600 bbs Palermo lemons.

### Boston Prices.

Flour—To ship from the mills, spring patents \$5.00@6.40, clear \$4.50@4.80, winter patents \$5@5.40, straight \$4.75@5, clear \$4.50@4.80, Kansas patents, in jute \$5.10@5.60; rye flour \$3.85@4.55, graham \$4@4.40.

Corn—Carlots, on spot, No. 2 yellow 76c, steam yellow 75½c, No. 3 yellow 75c; to ship from the West, No. 2 yellow 75½c@76, No. 3 yellow 74½@75c.

Oats—Carlots, on spot, No. 1 clipped white new 40½c, No. 2 45c, No. 3 44½c, rejected white 43@44c, to ship from the West 40 lbs clipped white 44½@45c, 38 to 40 lbs 43½@44c, 36 to 38 lbs 43@43½c.

Meal and oatmeal—Cornmeal \$1.40@1.42, 100-lb bag, granulated \$3.80@3.90, bbls bolted \$3.70@3.80, oatmeal, rolled \$3.10@5.35 bbl, cut and ground \$5.60@5.85.

Millfeed—To ship from the mills, spring bran \$24.50@25, winter bran \$24.75@25.25, middlings \$24.15@20, mixed feeds \$25@28, red dog \$30, cottonseed meal \$32.50, linseed meal \$36, hominy feed \$26.40, stock feed \$26.50.

Hay and straw—Hay, western, choice \$27, No. 1 \$25.50@26, No. 2 \$23@24.50, No. 3 \$19.50@20.50; straw, rye \$14@15, oat \$9@9.50.

Butter—Northern creamery, 30c@31c; western, 29½@30c.

Eggs—Fancy nearby henery, 33c@34c; eastern, 29c@30c; western, 21c@22c.

Cheese—New York twins, new, 16½@16½c; Vermont twins, extra, 15@15½c.

Beans—Pea, choice hand picked, per bu medium, choice, hand picked, \$2.40@2.45; California, small, white, \$3.25@3.35.

Potatoes—New potatoes, per bbl, \$2. Onions—Connecticut river, per 110-lb bag, \$1@1.25; native yellow, per bu box, 65@75c.

Poultry—Nearby broilers, 20c; choice northern and eastern fowl, 18c; western fowl, 19c.

Fruit—Pineapples, \$1.50@2; muskmelons, per crate, 75c@81; blueberries, per 1, 9@13c.

## RAILWAY EARNINGS

NEW HAVEN.	
Quarter ended June 30.	
Operating revenue.	\$15,898,700
Operating expenses.	10,411,258
Net operating revenue.	5,487,441
Other income.	5,479,500
Total income.	10,966,941
Charges.	5,802,944
Surplus.	4,514,133
GEORGIA & SOUTHERN FLORIDA.	
First week August.	\$42,480
From July 1.	239,561
HAWAIIAN ELECTRIC.	
Week Aug. 14.	\$43,107
From Jan. 1.	1,255,540
RIO GRANDE SOUTHERN.	
First week August.	\$11,056
From July 1.	63,361
*Decrease.	
WHEAT IN MANITOBA.	
GRANDON, Man.—Grain men here are discussing the probable price of new wheat and say they expect a drop which will make the opening about \$1 a bushel at Ft. William or 90 cents here.	
CONNECTICUT VALLEY LUMBER.	
The Connecticut Valley Lumber Company has retired through its sinking fund \$150,000 first mortgage bonds.	

## UNITED STATES RUBBER PROSPERS

All Boot and Shoe Plants Running Full Capacity and Orders Fifty Per Cent Greater Than a Year Ago.

United States Rubber is operating all of its rubber boot and shoe plants at full capacity and will continue to do so right through the year. The volume of orders already booked is 50 per cent to 55 per cent greater than for the corresponding period of last year and assures record gross and probably the largest net profits in the history of the company.

The slump in crude rubber prices in London will have no practical effect upon earnings for the current year. Its sentimental effect, however, is very great and if continued for a few months until the company can begin to cover its 1911 requirements, undoubtedly means that no further advances in prices for finished products will have to be ordered. Present prices for all grades of footwear are 25 per cent higher than a year ago and a good proportion of this advance has come out of the pockets of the jobbers, as it is generally impracticable to advance prices to the consumer except in round amounts. If United States Rubber can hold present prices or reduce them slightly next year, it will be a decided stimulus to sales next season.

Officials of United States Rubber state that the advance in duty on manufactured rubber articles from 30 to 35 per cent was of absolutely no interest to them and that so far as that company's operations are concerned a reduction to the old 30 per cent duty or even 25 per cent would not cause any protest. There is practically no foreign competition, for not only can this country exceed European makers of rubber footwear in everything except labor costs, but United States Rubber is itself a very large exporter of goods to the rest of the world.

Crude rubber and every product utilized as crude rubber comes into the United States duty free. The Intercontinental Rubber Company was naturally interested in having this provision continued in the new law and so was United States Rubber, which by the way buys less than 10 per cent of all the rubber it consumes from the Intercontinental Company. The low grade guayule rubber which the Intercontinental Company produces is suitable only as a base to mix with purer Para or Ceylon rubber. The Intercontinental Rubber Company, sells the bulk of its rubber to consumers outside the United States Rubber Company.

This contract neither of the roads has fulfilled. Since the Terminal railway was put in the hands of receivers, practically nothing has been done to enforce these contracts either by receivers or protective committee organized in the interest of bondholders, who at the time of purchase of the bonds were given to understand that the traffic and trackage contracts were the most important equities behind the bonds.

Other traffic contracts have been allowed to lapse without protest from either the receivers or the protective committee. Furthermore, investigation has revealed that traffic originating on the Terminal Company's own lines or that of its subsidiaries has been diverted over other lines for the reason, it is stated, that the Terminal Company has not the necessary equipment to handle the traffic.

These and many other reasons are the causes of the present unfortunate affairs of the Terminal Company. Wabash railroad is attempting to vitiate its contracts with the Terminal Company, at the same time pressing a foreclosure suit against Wheeling through ownership of defaulted notes of that company. This, it is asserted, will destroy the value of the traffic contracts as well as the Terminal Railway's ownership of a majority of the Wheeling stock.

As an integral unit deprived of the value of its affiliations the Terminal property presents a hopeless aspect. It could never earn the interest on its capitalization. With its equities conserved and the idea of its originators honestly carried out per contract and agreement, the property in connection with the Wheeling and Wabash has great possibilities. The company's ownership of extensive coal mines, its entrance into the heart of Pittsburgh and its connections with the large traffic producing industries should make for future large earning power.

Unquestionably the expenses of the roads have been greatly increased by the concessions made to their employees and the rising prices of all supplies. Their earnings have also been unfavorably affected by decisions in specific rate cases. The rival cities of the country in their fight for trade are contending constantly for freight rates that will improve their position, and the success of these contentions usually involves loss to the railways. The result of this constant pressure and the uncertainty as to future revenues has caused the roads to hold up a large amount of expenditures which they have planned. A competent authority estimates the amount of such outlays immediately affected at \$500,000,000. We regard this check as but temporary. Now that the principle of railway control and the supervision of rates by public authority is definitely established and in force, we look to see an important body of public opinion take a stand for a fair and reasonable adjustment of the rates.

Demand for wage earners, based upon higher living costs, for higher wages have been generally conceded without serious disturbance to industry. There has been, however, an unfavorable sentimental

effect, the impression being widespread that our industries are operating upon too high a level of costs for a permanent prosperity. It is significant, however, that our exports of manufactures steadily increase, indicating that we are gaining ground in the world's markets.

The building trades had a phenomenally big half year in the first half of 1909, under the stimulus of cheap building material, but the first half of 1910 was only slightly behind that record, the total of permits in cities where a record is kept being \$333,031,401, as against \$358,983,338.

Despite the unfavorable developments we have referred to, and notwithstanding some discordant notes, the general trend of replies to our letter of inquiry is confident and encouraging. The country is prosperous. There is work for everybody, in many localities complaint that production is restricted for want of labor, and competition of employers is pushing wages steadily higher. It is interesting to note the complaint everywhere that the automobile industry is making labor scarce and dear.

The volume of business has been large, but there are frequent complaints that competition is sharper and the margin of profit smaller than ever, that labor is dictatorial and that improved methods are constantly required to offset its demands. But the story of industrial progress reads like that from the beginning.

The automobile looms up as one of the issues of the day. The growth of the industry is one of the phenomenal developments of the time and could have occurred only in a time of great general prosperity and when surplus earnings of the people as compared with former times were very large. At any period prior to 10 years ago expenditures of the last year upon automobiles would have been inconceivable. There is an overwhelming volume of opinion that even now this enormous outlay is an extravagance which the country can ill afford; that it is affecting other lines of trade unfavorably, and has been an important factor in the stringent monetary situation of the present year.

WASHINGTON—As a measure of economy the government will dispense with the pass book in the conduct of the postal savings banks system. The board of trustees of the new banks will adopt a plan of deposit certificate to be issued by postmasters in exchange for deposits.

These certificates will be issued in denominations from \$1 to \$10, \$20 and \$50. On the margin will be punched the amount of each deposit, together with the interest due the depositor. These certificates will not be transferable.

CLEARING HOUSE COMPARISONS. Money between the banks quoted at 4 per cent. New York funds sold at 5½ discount per \$1000 cash.

Exchanges and balances for today compared with the total corresponding period in 1909 as follows:

	1910.	1909.
Exchanges .....	\$28,573,077	\$33,664,144
Balances .....	1,562,961	1,353,691

United States sub-treasury shows a credit balance at the clearing house of \$60,590.

## REORGANIZATION OF WABASH-PITTSBURG TERMINAL IS URGENT

If Ideas of Originators Are Carried Out It Is Believed That Great Possibilities May Be Realized.

## EARNINGS DECLINE

NEW YORK—Unless some plan for reorganizing the Wabash-Pittsburg Terminal railway is speedily reached the reorganizers will find themselves in a position where there will be nothing upon which to base a reorganization other than the physical property itself.

Each succeeding year records diminishing earnings. In the fiscal year 1907 the company earned \$1,488,965 gross, in 1908 \$1,180,005, in 1909 \$719,544 and in 1910 \$733,568. Net earnings after expenses have decreased from \$695,000 in 1907 to \$592,000 in 1908, to \$211,000 in 1909 and to \$189,000 in the year ended June 30, 1910. After deducting taxes, net income in the year just closed amounted to only \$3,573, against \$139,777 in 1909. On the same basis of deductions for interest on receiver's certificates and rentals as reported in 1909 the company will show a deficit for the year of more than \$40,000. Its inability to earn any part of the interest on its bonds in the present status of its affairs is apparent.

The cause of the present unfavorable condition is worthy of comment. Organized in the interest of the Wabash railroad to afford the latter an entrance into Pittsburgh, a much larger sum of money was expended upon its construction than would have been warranted except upon the grounds that as a Wabash enterprise it would be fostered and protected by that road. In fact, Wabash, in conjunction with Wheeling & Lake Erie, substantially guaranteed the interest on the Terminal railway bonds by entering into a traffic and trackage contract whereby these two roads out of earnings on traffic interchanged with the Terminal company, were to pay the latter 25 per cent of earnings so received to meet any deficiency of income on the Terminal company's bonds.

This contract neither of the roads has fulfilled. Since the Terminal railway was put in the hands of receivers, practically nothing has been done to enforce these contracts either by receivers or protective committee organized in the interest of bondholders, who at the time of purchase of the bonds were given to understand that the traffic and trackage contracts were the most important equities behind the bonds.

Other traffic contracts have been allowed to lapse without protest from either the receivers or the protective committee. Furthermore, investigation has revealed that traffic originating on the Terminal Company's own lines or that of its subsidiaries has been diverted over other lines for the reason, it is stated, that the Terminal Company has not the necessary equipment to handle the traffic.

These and many other reasons are the causes of the present unfortunate affairs of the Terminal Company. Wabash railroad is attempting to vitiate its contracts with the Terminal Company, at the same time pressing a foreclosure suit against Wheeling through ownership of defaulted notes of that company. This, it is asserted, will destroy the value of the traffic contracts as well as the Terminal Railway's ownership of a majority of the Wheeling stock.

As an integral unit deprived of the value of its affiliations the Terminal property presents a hopeless aspect. It could never earn the interest on its capitalization. With its equities conserved and the idea of its originators honestly carried out per contract and agreement, the property in connection with the Wheeling and Wabash has great possibilities. The company's ownership of extensive coal mines, its entrance into the heart of Pittsburgh and its connections with the large traffic producing industries should make for future large earning power.

Unquestionably the expenses of the roads have been greatly increased by the concessions made to their employees and the rising prices of all supplies. Their earnings have also been unfavorably affected by decisions in specific rate cases. The rival cities of the country in their fight for trade are contending constantly for freight rates that will improve their position, and the success of these contentions usually involves loss to the railways. The result of this constant pressure and the uncertainty as to future revenues has caused the roads to hold up a large amount of expenditures which they have planned. A competent authority estimates the amount of such outlays immediately affected at \$500,000,000. We regard this check as but temporary. Now that the principle of railway control and the supervision of rates by public authority is definitely established and in force, we look to see an important body of public opinion take a stand for a fair and reasonable adjustment of the rates.

Demand for wage earners, based upon higher living costs, for higher wages have been generally conceded without serious disturbance to industry. There has been, however

The advertisements upon this page are inserted free and persons interested must exercise discretion in all correspondence concerning the same.

He  
Knows  
Best  
How  
Well It  
Works

## CENTRAL STATES

*Tried.*

Work.

### HELP WANTED—MALE

## FORCED CONCRETE SUPER

DUCHEMENT wanted; high grade man; the  
 noughly experienced; permanent position  
 EMP. CO., 153 La Salle st., Chicago. 14  
 SHIPPING CLERK wanted, young man  
 shipping supply line; experience in  
 high local concern; opportunity offered  
 to start \$70 to \$75. TREEBLOOD EMP.  
 CO., 153 La Salle st., Chicago. 14  
 SHIPPING CLERK wanted, young man  
 only; local inf. concern; 1 percent  
 position; salary \$70 to \$75 per month  
 TREEBLOOD EMP. CO., 153 La Salle st.,  
 Chicago. 14  
 SOLICITORS for high-class magazine  
 address the MAGAZINE CIRCULATION  
 CO., 206 Dearborn st., Chicago. 14  
 PHOTOGRAPHERS A number wanted  
 at once for various positions in  
 in this city; permanent positions; the  
 young men of good; excellent opportunities  
 for advancement; good salary; high  
 school education; salary to start \$65 to \$75  
 TREEBLOOD EMP. CO., 153 La Salle st.,  
 Chicago. 14  
 STENOGRAPHER AND PRIVATE SE-  
 CRETARY wanted for high grade local in-  
 formation; permanent position; salary  
 \$100 to \$120. TREEBLOOD EMP. CO.,  
 153 La Salle st., Chicago. 14  
 STENOGRAPHER wanted, young man  
 for high grade local inf. comp. po-  
 sition; salary \$100. TREEBLOOD EMP.  
 CO., 153 La Salle st., Chicago. 14  
 STENOGRAPHERS wanted, young man  
 for high grade inf. concern; 1 percent  
 permanent position; excellent opportunity  
 for advancement; good salary; \$70  
 TREEBLOOD EMP. CO., 153 La Salle st.,  
 Chicago. 14  
 STRUCTURAL DETAILSMEN We are  
 in need of several structural detail-  
 men for various positions throughout the  
 S. S.; these are with all concerns and  
 positions; salaries vary according to ex-  
 perience. Address the MAGAZINE CIRCULATION  
 CO., 153 La Salle st., Chicago. 14  
 SUPERVISING ENGINEER At once  
 only, for position as supervising engineer  
 in high grade inf. concern; 1 percent  
 position; salary to start \$65 to \$75  
 TREEBLOOD EMP. CO., 153 La Salle st.,  
 Chicago. 14  
 STRUCTURAL DETAILER wanted  
 for high grade inf. concern; 1 percent  
 permanent position; northern part of  
 S. S.; salary \$100 to \$140. TREEBLOOD  
 EMP. CO., 153 La Salle st., Chicago. 14  
 TEXTILE BELT SALESMAN wanted  
 high grade man who knows thorough-  
 ly high grade inf. concern; 1 percent  
 position with a high grade inf. concern;  
 \$6000 per year and commission. TREE-  
 BLOOD EMP. CO., 153 La Salle st., Chicago.  
 14  
 THE COMMONWEALTH STEEL COM-  
 PANY'S steel foundry at Granite City, Ill.  
 has enlarged and 300 or 400 additional men at  
 molders, chippers, finishers, etc., etc.,  
 s, etc., etc., at a distance should first make ap-  
 plication to the GRANITE CITY COMMON-  
 WEALTH CO., Granite City, Ill. 20  
 TRANSMISSION ENGINEER wanted  
 for high grade man to act in an advisor  
 position for high grade inf. concern; 1  
 percent; to kinds, sizes and quality of belt  
 and kinds of machinery; permanent  
 position; salary to start \$65 to \$75  
 TREEBLOOD EMP. CO., 153 La Salle st.,  
 Chicago. 14  
 HELP WANTED—FEMALE  
 CLERKS wanted; a number of young lad-  
 ies; for high grade local concerns; must  
 be high grade inf. concern; 1 percent  
 salaries; \$60, \$75, \$85. THURGOOD  
 EMP. CO., 153 La Salle st., Chicago. 14  
 GIRL wanted for vandylling; to as-  
 sist in a slack wire and acrobatic act  
 and opportunity. GEORGE ANTHONY  
 EMP. CO., 153 La Salle st., Chicago. 14  
 HOUSEWORK Lady wanted to assist  
 in household; for family of 2 and  
 children; for family of 2 and children;  
 for tidy girl. MRS. E. BIRNBERG  
 EMP. CO., 153 La Salle st., Chicago. 14  
 MAN wanted for general housework  
 for family of 2 and children; for  
 R. M. BLISS, 407 S. Grand ave.  
 EMP. CO., 153 La Salle st., Chicago. 14  
 MOTHER'S helper wanted—reducing  
 mother to assist with children and sewing  
 and home. Address Mrs. W. Y. CHUTE  
 EMP. CO., 153 La Salle st., Chicago. 14  
 SOLICITORS for high-class magazine  
 address the MAGAZINE CIRCULATION  
 CO., 206 Dearborn st., Chicago. 14  
 PHOTOGRAPHERS, about 25, wanted  
 for high grade positions for various  
 concerns; permanent positions; high grade  
 concern; salary to start \$65 to \$75  
 TREEBLOOD EMP. CO., 153 La Salle st.,  
 Chicago. 14  
 PHOTOGRAPHERS—Wanted, a number  
 of young lady stenographers who are com-  
 petent to earn \$10 and \$12 a week, for  
 various concerns; these positions are  
 broad concerns; these positions are  
 permanent and offer advancement to the right  
 man. TREEBLOOD EMP. CO., 153 La Salle  
 st., Chicago. 14  
 PHOTOGRAPHERS—Wanted, we are still  
 in need of a number of competent young  
 ladies; these positions are high grade  
 concerns; permanent positions; high grade  
 concerns; must come to Chicago at once. TREE-  
 BLOOD EMP. CO., 153 La Salle st., Chicago.  
 14  
 PHOTOGRAPHER—Wanted; high grade  
 lady; to act as private secretary for in-  
 surance company; permanent position.  
 Address the TREEBLOOD EMP. CO., 153  
 La Salle st., Chicago. 14  
 WOMAN wanted for ladies' bath at large  
 Florida winter resort; must know or  
 understand the business. High grade  
 concern. G. HYNEL, bath superintendent  
 at Massour, Waukegan, Wis. 18  
 WESTERN STATES  
 HELP WANTED—MALE  
 HUNTERS wanted at the Abilene  
 range; 200,000 furs to bid. Write W. T.  
 Gilg & Co., Abilene, Kan. 20  
 PHOTOGRAPHERS wanted (3 good) for  
 various concerns; permanent positions;  
 the WM. SCHIFF MFG. CO., 2nd and  
 Jackson sts., Topeka, Kan. 18  
 WATCHMAKER AND ENGRAVER—  
 wanted; good salary; experience; good  
 salary; good salary. JEREMY JEW-  
 ELLER, 100 N. Main st., Wichita, Kan. 22  
 HELP WANTED—FEMALE  
 HOUSEWORK—Girl for general house-  
 work in family of two; good wages and  
 home to right woman. MRS. FRANK HAR-  
 NER, 1430 Dewey ave., Baker City, Oregon.  
 18  
 WANTED White girls to bake con-  
 crete. TREEBLOOD MFG. CO., 22 W. Sixth st.,  
 The Rock, Ark. 19  
 PACIFIC COAST  
 HELP WANTED—MALE  
 BOOKS wanted; thoroughly experienced  
 capable, in good paying positions;  
 references required. TRACY & SMITH,  
 1000 Market st., San Francisco. 14  
 MEN WANTED—200  
 SHIP SOUTH on long woodwork job;  
 50 per cord, 4 ft. wood. CENTRAL  
 LUMBER CO., San Jose, Cal. 14





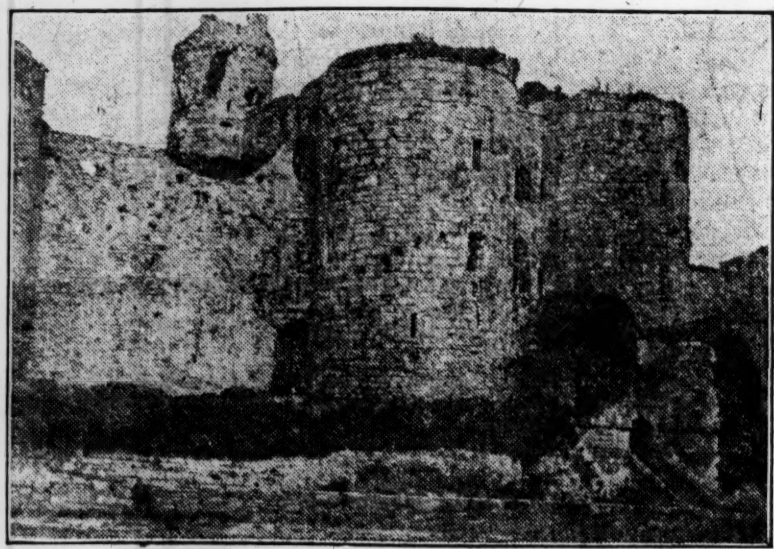
# THE HOME FORUM

## HARLECH CASTLE

BY MISS WILLIAMSON.

TO SEE a fortress which, in the days of its prime, might have stepped from out the pages of a genuine fairy tale, it is only necessary to journey to old Harlech castle in Wales. Even with the most prosaic adult for whom such tales may have almost ceased to exist, the imagination runs riot; it reconstructs the crumbling walls, pictures bright pennants gaily floating from the turrets and admires the merry troop of knights and ladies which is issuing forth from under the gray portal. Here is a perfect setting for King Arthur or Sir Launfal or Ivanhoe or countless others of such fame and romance. He was quite right who called Harlech "the ideal castle of childhood—high perched, foursquare, round towered and impressively massive."

A great rock promontory rises abruptly from the plain and on the very top stands Harlech, as if still holding its head high at the remembrance of its ancient name and story. It may well be proud, for it dates from the stormy times of King Edward I., and it was also the last stronghold in North Wales which remained loyal to the doomed



AN OLD WELSH CASTLE.

It stands on the top of a rocky promontory in northern Wales.

cause of Charles I. The charm of the beautiful and extended view of sea and mountain which is spread out below the castle, together with the possibility of

endless musings upon the scenes of peace and of war which the old pile must have witnessed, makes Harlech a particularly delightful remembrance to the tourist.

## THE VALUE OF RIGHT MOTIVE

**R**IGHT motive, Christian Science teaches, insures happiness and success. Happiness because it keeps its possessor at peace with all that is righteous and success because right is proved to be might when the law of God is understood. Right motive means practically the intention to be good and to do good. Mistaken, often, in its purpose or direction, frequently the good sense to guide or to temper its activity, mixed many times with conflicting emotions which confuse its pure aim, or beset with circumstances that thwart its best endeavor, yet right motive is actually protective and progressive because it is fundamentally straight and true. More than right desire, inasmuch as it holds the direct intention to accomplish good, clean motive can prevail over temptation from day to day, and must in the end arrive at all that is purely good.

St. Paul saw the conflict between right desire and temptation when he declared in his letter to the Romans, "For the good that I would I do not; but the evil which I would not that I do." Yet the conviction that right purpose would win its way out is asserted in his triumphant, "Now we are delivered from the law, that being dead wherein we were held," and in his fearless cry, "For the law of the spirit of life in Christ Jesus hath made me free from the law of sin and death." Paul understood the life work of Christ Jesus well enough to know that the activity of spiritual good can reduce to nothing the intention of evil in every mental conflict between the two. He knew sin to be an eternally conquered enemy because the law of God, operating in the life of his Master, had destroyed both sin and the fruit of sin—disease and death. So he had the good courage to urge all to hold to divine good and to expect because of it multiplying victories over every evil word and work; and his clear and valiant example has fostered the hopes and the faith of the ages.

Christian Scientists find in their textbook "Science and Health with Key to the Scriptures" by Mary Baker Eddy, p. 326, something which helps them still further to value right motive as a saving element. "The purpose and motive to live aright can be gained now. This point won, you have started as you should. You have begun at the numbering-table of Christian Science, and nothing but wrong intention can hinder your

advancement. Working and praying with true motives, your Father will open the way." A right motive certainly sets one's face in the right direction and as the whole underlying purpose of our thoughts becomes more clearly impressed with the desire for good a better understanding of good must logically come to us. This understanding Christian Science brings. And in its coming it purifies motive day by day and so leads thought and life into constantly improving conditions until the good that is purely spiritual shall be understood and manifested. Christian Science is of practical value because it seeks out the best desire, the purest motive, in every individual, and by proper tending cultivates these good purposes until they shall give way entirely to the reflection of divine thinking. Its teaching makes over the thoughts of its honest adherent and in the measure that he obeys what he understands his point of view is spiritualized and he is delivered from whatever he detects in himself as undesirable and untrue.

Just here, in this matter of finding the spiritual point of view, lies the great value of Christian Science teaching. Christian Science declares any motive or purpose having elements of self within it to be material; it declares all materiality to be a counterfeit of divine Mind—not its off-spring. And so all personal motives, even though they may be in a degree less gross than the more depraved impulses, are at best only human attempts to do good, and must give place, in the course of salvation, to the one aim which bases every wholly right motive—the desire to understand and to obey God. Let us examine motive critically. If it is for the temporal success of ourselves or of those we love, it compels a challenge. If for the greatest good to the greatest number; if influenced by personal hostility or personal devotion; if clean and straight in its fundamental longing for the righteousness of right thinking and right living—if for these good ends and of this good character, Christian Science maintains, then motive may be safely trusted to approach at least, God-likeness; and to lead its possessor into the knowledge of the divine Mind—its power, its laws, its government of men—which heals the ills and troubles of human making.

So, right motive is the mental attitude through which the law of God enters into the affairs of men. Even the least

## Royal Dinner Party in Abyssinia

THE new Negus of Abyssinia, like his predecessors on the throne before him, gives a public dinner to all and sundry of his subjects once a week, when they may feast to their heart's content. On the three great annual festivals this "gheber" becomes a spectacle probably unequalled in the annals of court dinners, says the Westminster Gazette. The background of the barn-like structure which serves as dining room is all but filled with the famous throne-bed which the French republic presented to the late King Menelik; the present Negus, on the occasion of the state dinner sat on the edge of it when the European visitors, the first to enter the room, filed past him, each one being received with a smile and a shake of the hand. As soon as they were seated, and began to eat, King-Jarsu also began, but his state dignitaries have to wait till their lord, after a while, gives the sign that they also may fall to.

The Abyssinian royal menu is a surprise to the European who has expected either the food of primitive man or the concoctions of a French chef. There are six courses, but they do not vary much, the chief ingredients of all being the flesh of fowls. The table service is a curious medley of costly, beautiful gold

vessels and broken crockery of the cheapest kind. The Europeans use knives and forks, the Abyssinians are fed by slaves. A strange silence pervades the room during the three hours from 10 a. m. to 1 p. m., while the feast is going on, and you hear the distant sound of the great crowd, waiting impatiently, for admittance.

When the Europeans have ended their meal the curtains are drawn aside, and through every door the stream of natives pours in. There are 80 tables, each one in charge of an overseer and four assistants, and from 5000 to 6000 Abyssinians are in an incredibly short time engaged in feeding and talking at the same time at the top of their voices. They eat enormous quantities, drinking honey-water, the national beverage, out of gigantic horns. As soon as one crowd is satisfied it has to make room for another, and all the time the musicians are doing their utmost on trumpets, flutes and other instruments, to add to the deafening din.

## From "The Crucible"

Test of the man, if his worth be  
In accord with the ultimate plan,  
That he be not, to his marrying,  
Always and utterly man;  
That he bring out of the tumult,  
Fitter and undefiled,  
To woman the heart of a woman,  
To children the heart of a child.  
—O. Henry.

## The Cicerone

Senator Root at Senator Depew's farewell dinner in his honor in Washington, said, anent his coming European tour: "Well, I hope I'll gather over there more accurate information than that which Lady Salisbury's housekeeper used to give her American visitors."

"Lady Salisbury had a housekeeper who, in showing American and other visitors over Salisbury castle, would always pause before a painting of Catherine de Medici and say: "This lovely painting is a portrait of Catherine de Medici, sister of Venus de Medici."—Washington Star.

The sweetest and most acceptable music is that which rises from work a-doing; its incense ascends as from the river in its flowing, from the wind in its blowing, from the grass in its growing.—George MacDonald.

With aching hands and bleeding feet  
We dig and heap, lay stone on stone;  
We bear the burden and the heat  
Of the long day and wish 'twere done.  
Not till the hour of light return  
All we have built do we discern.  
—Matthew Arnold.

## CHILDREN'S DEPARTMENT

### Honor to Parents

Nothing is more charming in respectable Chinese families than the reverential respect of children for their parents, and this respect is responded to by great affection for the children. It is a very pretty sight, writes Sir Henry A. Blake in "China," to see a young child enter the room and gravely perform the kotow to his father and mother. No young man would dare to eat and drink in the presence of his father or mother until invited to do so. Among the princely families the etiquette is so rigid that if a son is addressed by his father while at table, he must stand up before answering.—Exchange.

To love one soul for its beauty and grace and truth is to open the way to appreciate all beautiful and true and gracious souls, and to recognize spiritual beauty wherever it is seen.—H. Black.

### Boy Wanted

A certain business man of Rochester is of the opinion that he has an exceedingly bright office boy, and nothing pleases him better than to tell how he acquired the youngster's services.

A notice had been posted in the man's shop window, which read as follows: Boy wanted about 14 years.

A lad of that age, with little that was prepossessing in his appearance, came into the office and stated that he had read the notice.

"So you think you would like to have the position?" asked the merchant patronizingly, as he gazed at the lad over the rims of his spectacles.

"Yes, sir," was the reply; "I want the job, but I don't know that I can promise to keep it for the full 14 years."—Lippincott's.

Be sure you are right and then prove it.—Boston Courier.

### PICTURE PUZZLE



ANSWER TO YESTERDAY'S PICTURE PUZZLE.  
Tennessee.

## ABOUT FREEDOM IN "BLACK AND WHITE"

THE following interesting criticism of an exhibit of black and white work in London is from the Standard:

The temptation is irresistible to compare Mr. Haig's use of lead pencil with Muirhead Bone's. Mr. Haig treats it like a good servant; so long as it will make a clear and sensitive line or an even tone he is satisfied. But Mr. Bone treats it like an intimate friend. It warms to his hand and gives up the secrets of its nature. When Mr. Haig has used up a pencil he probably throws the stump away, but I am persuaded that the stumps of Mr. Bone's lead pencils repose forever in a drawer, and that occasionally Mr. Bone gives them a scrap of paper upon which to record the impressions of retirement. The remarks of Mr. Haig's pencils would not be interesting apart from the subject they are employed upon. The more intricate the subject the more interesting the remarks, and Mr. Haig's best drawings are those in which you hardly notice the pencil in the elaboration of detail. But when discussion flags and the pencil speaks, or should speak, out of its own heart, the result is not exhilarating. Where Mr. Bone would be content with a barn to reveal his own and his pencil's resources Mr. Haig must have a cathedral, and plenty of it.

That is also true of his etchings. The sheer joy of the etched line is not for him; he does not delight in freedom. He needs the support of a temple made with hands; great piers and flower-like tracery and shadowy vaulting. However, a man must be judged by what he sets out to do, and Mr. Haig's etchings of cathedrals have weight and dignity and richness and color. They have everything except the special character of the etching as distinct from other methods of engraving.

If Mr. Haig uses the needle and the plate like servants, Frank Brangwyn uses them as boon companions. In "The Butcher's Shop" and "The Bridge of Sighs" they have rioted together, and the records of their joy prove up to the hilt Stevenson's contention that the best way to approach any art is in the spirit of a game. More soberly, but still with an eye to the game rather than the particular pretext, D. Y. Cameron and Frank Short have enjoyed the confidence of the needle. Mr. Cameron's etching is obviously what all art is finally—the record of a gesture. His hand moves horizontally over the plate, and whether consciously or not this movement has affected his composition. His most characteristic designs are horizontal and sometimes, as in "Berwick-on-Tweed," they are reduced to a thin line of sub-

ject, like an autograph in a running hand. Autographic, too, is the etching of Frank Short, but it is the autograph of a man who thinks deeply before he writes, and never wastes a comma. With less freedom W. Monk's work is personal and finely decorative, and Martin Hardie by his very timidity shows the true spirit of the etcher, who will sacrifice a superficial effect of sureness rather than violate the character of his medium.

### An Upright Judge

Without disparagement to his contemporaries, it may be affirmed that the proudest name in the judicial annals of the eighteenth century in Great Britain was that of Justice Yates, says the Youth's Companion. In his recent book, "Glimpses of the Twenties," William Toynbee relates the dramatic incident by which his lordship earned the distinction.

Justice Yates, externally a fop, intrinsically as upright as he was able, had been selected to preside at a trial in which the ministry of the day were only less eager to obtain a verdict than the King himself, whose conduct, in the cause of "personal government," was far from irreproachable.

On the morning of the trial, just as the judge had taken his seat, a messenger in the royal livery entered the court, and, being ushered up to the bench, presented to his lordship a letter.

Before opening it the judge examined the cover, which was sealed with the royal coat of arms and bore the royal sign manual.

With every eye in court upon him, and in the midst of a profound hush, Justice Yates turned to the messenger, and, handing back the unopened letter, said: "You will take that back to whence it came."

George III. was wise enough to profit by the lesson. He never again attempted to tamper with the fountain of justice.

### It Was Some Fun Then

"There's no hitting these days. Back in 1888 I played on a team that made seventeen runs in one game." "We got that many occasionally nowadays." "These were home runs. I did not count the other runs."—Houston Post.

## Science and Health

With Key to the Scriptures

The text book of Christian Science

Mary Baker Eddy

A complete list of Mrs. Eddy's Works on Christian Science with descriptions and prices will be sent upon application

Allison V. Stewart  
Falmouth and St. Paul Sts.  
Boston, Mass.

## The Christian Science Monitor

Published daily, except Sunday, by

The Christian Science Publishing Society

Falmouth and St. Paul Streets,  
Boston, Mass., U. S. A.

Publishers of "The Christian Science Journal," "The Christian Science Sentinel," "Der Herold der Christian Science," and other publications pertaining to Christian Science.

ARCHIBALD McLELLAN, Editor-in-Chief.  
ALEXANDER DODDS, Managing Editor.

All communications pertaining to the conduct of this paper and articles for publication must be addressed to the Managing Editor.

Entered as Second Class at the Postoffice at Boston, Mass., U. S. A.

### TERMS

Single copies, 2 cents. By carrier in the Greater Boston newspaper district, 12 cents the week.

SUBSCRIPTIONS BY MAIL PREPAID

In the United States, Canada and Mexico:

Daily, one year, \$5.00  
Daily, six months, 3.00

In all other countries additional postage at the rate of \$3.00 yearly is required.

All checks, money orders, etc., should be made payable to The Christian Science Publishing Society, Boston, Mass., U. S. A.

The Christian Science Monitor will be found on sale at all newsstands in New England, and in Christian Science Reading Rooms throughout the world.

Rates for advertising will be furnished upon application to the business department. The publishers reserve the right to reject any advertisement.

Long Distance Tel.—Back Bay 4330  
Eight Trunk Lines.

Eastern Advertising Office, Suites 2062 and 2063, Metropolitan Building, 1 Madison Ave., New York City.

Western Advertising Office, Suite 750 Peoples Gas Building, Michigan Ave., and Adams St., Chicago.

European Bureau, Suites 23 and 24 Clun House, Surrey St., Strand, London.

## CAMP LIFE IN INDIA

AT last the rains began to aoate, and hope flew into our hearts like a dove. The gardener began to cut down the jungle of weeds and grass that had sprung up many feet in a few months, the sun came out in bursts of great splendor and a mist went up from every soaking tree, every soddened garden, every flooded field. The monsoon is almost over, we said to each other, and now, hurrah, for the cold weather! Another month wore by, the punkah coolies were dismissed, and the punkahs taken down and put away. Then tailors are sent for, and much warm clothing is made for ourselves, for the children, and for the servants. The horses also must have blankets, and a plentiful supply of bedding for ourselves is very necessary. For are we not going into camp? The very word brings back delicious memories, long rides in the misty early morning, lovely groves of peepal and mango trees, flocks of glittering peafowl, herds of graceful deer, troops of preposterous monkeys, all the strange wild life of the jungles.

But I am getting on too fast, we have not started yet. For several days I count out and pack up groceries, cooking utensils, clothes, bedding and furniture. Everything we need must be taken

with us; nothing can be bought but flour, fruit, clarified butter, coarse meat, such as goat's flesh, fish, sometimes venison and game if my husband has time to go after it. But all luxuries must be taken in tins and one needs a few months in camp to know how delicious tinned salmon and bacon and peas can taste. One day the children rush in, shouting, "The camels are coming!" and I go out and look with delight at the long string of ugly but useful creatures filing into the compound (the enclosure in which an Indian bungalow stands), and each falling on its knees and doubling itself up with many groans and grunts and many adjectives and much "language" from the drivers. Nothing can be done in India unless very leisurely and with an immense amount of excited talk.

The next morning we get under way very early. The camels had started the afternoon before, loaded with our tents, furniture and personal baggage. A hullock tonga comes round for the children and their ayah (native nurse) and lastly our riding horses for ourselves. The dawn is still gray, and the little owls are still chattering under the veranda eaves, the convolulus buds are still tightly twisted as we canter off.

We are only going five miles, and this seems ridiculously early, but I have been in camp before and I know what I am about. We soon pass the tonga, and presently see a single camel coming toward us, and recognize it as one of our own. We stop the driver and question him, and with some difficulty extract from him that the pole of one of the tents has been left behind. Now a tent without a pole is about as much use as a sewing machine without a needle; and one might suppose it could not easily be overlooked, but so it was. We arrive to find everything in absolute confusion, an army of villagers trying to sell us things that nobody could possibly want. I spend the whole day inspecting and unpacking, and two more messengers have to be sent back for forgotten necessities. By dinner time all is in order, and my faithful old Nujub serves up an excellent meal. I should like to show an English cook the appliances with which Nujub produced that and subsequent dinners. The three bricks with a handful of charcoal that formed his kitchen range, the ghurra (earthenware pot) of water dipped up from the river or tank, and the half dozen utensils kept in a box, a bit of matting set up on the windward side. The only difficulty he could not

overcome was the absence of food, but what he could do with a piece of aged goat, some rice and a few vegetables was little short of a miracle.

The next day we started again very early, and went 20 miles, walking most of the way or riding at a foot pace. My husband's work takes us from one village to another, the headman meets us at the village boundary and attends us to the next boundary, and there hands us over to the next headman. Much good work is done in this informal way. Officials get into personal touch with the villagers, grievances are ventilated, complaints listened to, the real wants of the people are learned, and useful knowledge is laid up for future use, and all without the ceremony that frightens away the ignorant villagers. Every day is the same, yet every day is different. Always the early rising and the march, but always through a different country. Sometimes we find our tents pitched in a bare field, sometimes under a splendid group of trees, now on a high bank overlooking a river, now on the brink of a ruined tank (reservoir), with a little shrine in one corner, still tended by an aged priest who comes out to peer at us with his dim eyes, and make many salaams. What are we to him or he to us? The next

day the tents are struck, we canter away, and the old man returns to his long meditations, and sweeps his little shrine, and makes a wreath of champaca blossoms for his little vermilion painted god, and very likely never sees a white face again. Many such places have I seen, forgotten, buried away in the vast Indian jungles.

Every day some little excitement occurs. Sometimes an elephant is sent for us to ride, sometimes a wide and difficult river must be crossed by means of a wooden bedstead laid across two dug-outs. Now, a cobra is seen, or the prints of a tiger's feet are shown in the river sand, and one wonders where he may be at that moment. Monkeys make derisive remarks on our personal appearance from the boughs overhead, unceasingly the gray-green doves croon love songs to each other. The villagers bring little offerings, pink sugar, sweet cakes, a huge flower, or a bunch of strange nuts. There is endless variety, and a good deal of exertion and heat to bear, though all is so interesting that we think nothing of it. But the days slip by, the cold weather has passed, and steadily increasing heat makes us think longingly of our deep thatched bungalow and airy, spacious rooms, and so we turn our faces homeward.

# THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

## EDITORIAL

Boston, Mass., Tuesday, August 16, 1910.

### A Political Process

As in Great Britain, there exists in the United States a period of quiet in political matters; in both there is little political event, but the absence of affirmative incident is no sign whatever that there is not happening a great deal of an interest far more profound than what is called political. On the contrary, a process of civil and political fermentation is taking place; elements are taking new positions; interests that have been silent hitherto are finding voice, forces are being trained and directed in new quarters, and all the marks of an approaching change, gradual but inevitable, are to be seen. That in the United States this process is not much noised about and in its details is not conspicuously exhibited, does not mean that it may not foreshadow a great and wholesome stride on the part of the nation toward victory of the right.

Like many other great changes in a nation's history, it has begun in more or less incoherent expression and has borne a nebulous and indistinct shape, nevertheless by this day we all know what to call it and do so by the name of "insurgency." Like many names that have had a chance birth, it is satisfactory in some ways and not in others, but for our purposes today it defines well enough a man that will not have his rights hampered by the arbitrary will of others, who can give no better reason in many cases than that a party can be above ideas. This name may have been given originally as a term intended to ridicule, but it also can have the meaning that those who bear it have desired to preserve their liberty of opinion in political as in personal matters. In this latter sense, it is a most honorable one and can grow into quite as much dignity as many other titles that political parties have borne.

But it is very far from the stage where it can be applied in the United States to a party, the cleavage between the existing parties being what it is and the differences inside the parties themselves being as great as they are. Nevertheless, "insurgency" means that there are many that will not have their votes dictated or their consciences directed, and with this in common between them, they can form at least a nucleus of political uprightness by which the nation ought to profit.

THE French aviator who is said to have created a furore by flying over the German frontier should not drive his flying machine so recklessly that he may thereby cause the people of two nations to fall out.

A VERY weak place in the insurgent attitude at present is its demand for tariff revision. To begin with, there is always the risk here of arousing among the great body of the people the feeling that the advocates of revision are returning, or aiming to return, to the unpleasantly-remembered period of tariff tinkering. Any attempt to revise the tariff under the present system of tariff framing is certain to result in the opening of the whole question, which is simply another way of saying that it is certain to plunge Congress and the country into a period of tariff agitation, industrial unrest, financial distrust and general commercial disturbance. This has been the experience of the past.

Under our present tariff-making system the tariff is more of a political than an economic question. What is good for the party—either party—takes precedence of what is good for the country. Honest, thinking, patriotic men have long been seeking a means and an opportunity of lifting the tariff question completely out of the domain of politics and out of the hands of politicians. They have found in the tariff board the thin edge of the wedge that will eventually separate the tariff and politics for good. The tariff board is certain, if permitted to operate along the lines marked out for it, to lead to the formation of a tariff commission which shall be permanent, which shall be non-partisan, which shall be composed not of politicians but of experts in industrial affairs—and this commission will frame our tariffs in the future.

It will be unwise for the insurgents to attempt to precipitate a tariff fight at this time, or at any time pending the carrying out of the tariff commission idea, an event that cannot be long delayed. They will be serving the cause in which they are enlisted much more effectively by helping along the movement toward permanent and real tariff reform. What is most needed now is that the tariff commission idea shall be backed by all the power the foes of a political tariff system can command. It needs behind it only the moral force that has given civil service reform its present standing in order to become an established institution.

NOTWITHSTANDING the fact that President Taft and Mr. Roosevelt are both advocates of "publicity" it is probable that the full text of the message that Mr. Griscom, president of the New York Republican county committee, carried from Beverly to Oyster Bay yesterday will not be made public just yet.

### Will Tennessee Break Away?

It is said that President Taft and his political advisers entertain strong hopes that Tennessee will break away from the "Solid South" next fall, and it is added that the administration will contribute as far as it may legitimately do so toward bringing about this end. It is well known to be a cherished desire of the President that the last blow to political sectionalism in this country shall be delivered during his term of office. A number of leading Tennessee Republicans who share the President's views, sympathies and ambition in this direction have conferred with him at Beverly, with the result that a vigorous campaign will be waged by their party for the political control of the state.

The time is certainly ripe for this movement in Tennessee. The better element of the population has shown at the judicial election just held that it is weary of the conditions that have produced the present state government. A combination between law-respecting Republicans and Democrats succeeded in carrying the election throughout the state by the sweeping majority of 44,000.

### If a Tariff Commission, Why Agitation?

This was a stinging rebuke to Governor Patterson and a repudiation of his methods; but it was more—it was an unmistakable evidence of the determination of the independent voters of the state to assert themselves by wresting it from the control of a depraved partizanship.

What has just happened is simply a preliminary demonstration of what may reasonably be expected to occur at the regular election of next fall. Whether the Republican party will profit permanently by the revolution in thought now in progress in Tennessee will depend wholly upon the ability of its representatives to show that its domination in state politics would be an improvement over that of the Democratic organization. So far the independent voter is in power. He may decide to go over to the Republican party in national politics, or he may decide to overturn the present Democratic machine and construct upon its ruins a Democratic organization to his liking. The "Solid South" can be broken only by assurances and conduct on the part of the Tennessee Republicans that will remove all doubt from the minds of the independents as to their possession of greater capacity for honest and efficient administration than has been displayed recently by their political rivals.

The Tennesseans are not going to become Republicans simply because they have ceased to follow the Democratic machine. The main question is: Are the Tennessee Republicans competent to make the most of their opportunity?

IN referring to the relations existing between his country and Great Britain, the new German secretary of state for foreign affairs declares they are good and that the less they are talked about the better. Nothing is further from the truth than that "talk is cheap" especially when it contains pointed remarks likely to lead up to an international "pique."

THE current issue of the London Nation, speaking of prospective world crops, expresses regret that the great body of the reading public is concerned in news of a trivial character rather than in intelligence relating, for instance, to the growing crops, the condition of which from day to day is of such great importance to the individual and the mass. There is no civilized country whose business, prosperity, and pleasure are not affected by the conditions of the crops.

All countries are either exporters or importers of foodstuffs. All countries, with regard to breadstuffs, are more or less interdependent. The world's foodstuff markets are affected by the success or failure of the crops in any of the great producing countries. The comfort of the individual in London, Paris, Berlin, Vienna or St. Petersburg—his ability to make both ends meet, his ability to save, his very occupation—may be largely dependent upon the state of the crops.

We little realize how anxiously those who are interested in the food supply of European countries watch the reports of crop conditions in this country. We have not been lately exporters of foodstuffs to the same degree as formerly, but our yield, nevertheless, affects prices universally. It is a matter of supreme importance to the thickly populated countries of Europe whether our crops rise above or fall below the average, and this year, when crop conditions in Europe are unsatisfactory, it will be welcome news to Europeans that the outlook in America is good. We shall have, according to latest reports, many million bushels of wheat less this year than last, but the increase of the corn yield will be more than double the loss in wheat. Although there will be a loss in barley, there will be a large gain in a much more necessary cereal, oats.

Cheaper corn means cheaper meats. Cheaper meats means cheaper living for millions at home and abroad. We shall have, according to estimates, 160,000,000 more bushels of corn this year than last and this increase in the supply of cattle-feed meets one of the greatest of our needs.

Not for several years has the prospect of lower living prices been more favorable not only for ourselves, but for the millions abroad whose daily food account is affected by American breadstuff production.

THESE are interesting times at Beverly, the "summer capital," where the golf cabinet is trying to figure out the best way to negotiate the political hazards looming up in the foreground.

### The Cost of Flying

FOR SOME time to come, at all events, flying is going to be much more expensive than walking or carriage riding or automobiling or steamship sailing or railroad traveling. Its greater costliness is not due so much to the high price of the aeroplane as to the expenditure involved in operating it. An aeroplane may now be purchased for from \$1000 to \$5000, but a single man cannot manage an aeroplane as, under ordinary circumstances, he can manage an automobile. To begin with, he cannot, as a rule, cause it, as he can the automobile, to transport itself from place to place. He must pay for its transportation and also for the transportation of himself.

Off-hand flights are at present out of the question. That is, the aeroplanist cannot, like the automobilist, say to himself, "I guess I'll take a spin this morning," and jump in and take it, after observing a few simple preliminaries. Not at all. He must make elaborate preparations. He must find a suitable field. He must surround himself with a staff of assistants. There must be numerous adjustments and readjustments and trial flights; and all this time the expenses are accumulating. Then, if every precaution has not been taken, if any of the assistants are careless, if the aviator has not an expert eye for every detail, the machine is likely to be wrecked at the very outset.

The time will certainly come when the mechanism of the aeroplane will be so perfected as to make it possible for people of ordinary callings to own and operate and maintain flying machines. At present, however, they are in that stage of development where only those who have a professional interest in aviation can well afford to invest in them. And to avoid heavy losses even these people must obtain revenue from prize contests and public exhibitions.

This remains true regardless of the fact that in some instances professional aviators are now manufacturing flying machines for the trade.

PERHAPS if his party will consent to his remaining in the band wagon Speaker Cannon will no longer insist on sitting in the front seat.

### The Crops and Cheaper Living

THE question that has been asked about the New theater in New York has been asked about a good many theaters in the present age, and it is a matter of congratulation that those in a position to speak correctly on it have announced that the New theater under its present active management is to continue its purpose of encouraging and developing stock companies rather than submitting to the star system that prevails so generally. The object as well of the New theater, to encourage American acting and play-writing, is one that all who wish for American advance in letters and the arts should be glad to see attained.

The play, after all, is the thing, and the whole play cannot be given by one actor, as it seems to be under the system of stars. When a play is given by a stock company of actors, there is often much more ambition to give the play well as a whole and to present a complete picture, than when the entire company exist largely as a foil for a lady or a gentleman that occupies the position of a star. Each actor is given an honorable responsibility in his or her part, however small it may seem, though each part is equal in giving to the audience something to think about. The system of stock companies moreover has this advantage, that the whole company grow accustomed to their work and to each other and present a greater ease and naturalness than if the star has everything subordinated to its particular brightness.

There is another reason why the company of a theater devoted to such purposes as the New, should be permanent and not subjected to the limitations of the star system; it is, that if an American-written drama is to be helped and encouraged, when it is presented on the boards of such a theater all will feel an enthusiasm in doing this to the very best of their abilities. It cannot be said that today the body of our dramatic literature is very great or of very great technical excellence, but it is the wish of those gentlemen who have in their care the fortunes of the New theater to bring this about. When we reflect that America could produce such masters of description as Hawthorne and Fenimore Cooper, that, though their genius and its vehicle differed, marked the two great characteristics of what is romantic in America; when we read with pleasure the works of authors that have taken narrower fields, yet have not lacked in liveliness and vivid effect, we cannot but wish that these pictures might be put upon the American stage by American talent. It was to effect something like this that the New theater was established, and in aid of this purpose time, talent and wealth have been cheerfully contributed. It is an institution that has for one of its substantial purposes to make greater the repute and achievement of American talent in this field, that it may repay to the general fund of the world's cultivation some measure of what it has received to its profit.

WHILE it has been said that "delays are dangerous" there are exceptions to this as to all rules. It is generally believed that every day that open violence between the Spanish factions is delayed will make for a peaceful settlement and understanding between them. Sober second thought must convince all concerned that anything like real war is a very costly and deplorable means for reaching any desired end. And in the end might cannot triumph unless it is also right.

### A Single Tax Community

FAIRHOPE, Ala., is said to be the only place in the United States where the theories of Henry George in relation to land taxation have been put into practical operation. Mrs. Frank Johnson, who is connected with the Fairhope School of Organic Education, has recently been visiting the Northwest and while in St. Paul, Minn., she submitted to a newspaper interview with regard to the workings of the single tax system in the southern community. It might be said in advance that the single tax colony at Fairhope was founded fifteen years ago by E. B. Gaston, Frank Brown and James Bellanger, all of Des Moines, Ia., who were devoted followers of Henry George. They bought up a tract of 2000 acres of land and bound themselves under contract to administer the affairs of the projected colony in accordance with the views held by the founder of the single tax movement. Under this agreement anybody who so desired could go to Fairhope and purchase a lot any size up to ten acres, by agreeing to pay a yearly tax which amounted to the unearned-increment in its value, and a person upon taking land under these conditions entered the corporation and thenceforth had a voice in its management. Any person paying a fee could join the colony and occupy land.

Mrs. Johnson tells how the town grew steadily, more so, indeed, than the surrounding towns, until the tract had increased to double its original size; how the membership of the organization increased to about seven hundred, and how opposition from residents of the town who do not believe in the single tax system was among the difficulties which had to be met and overcome. Then she adds: "The plan was originated primarily to abolish land speculation, and in this it succeeded, for while privately owned property is high in Fairhope, it is not salable, since the people can get the land held by the corporation by paying the annual tax. Public ownership is the rule, and the progressive measures of initiative, referendum, recall and universal suffrage are in vogue."

The state and county tax must be paid, as usual, at Fairhope. The authorities levy the taxes and the corporation pays them from the general fund raised by the land tax. At present the village is ruled by the conventional plan of government, but the commission plan is almost certain to be adopted soon.

It is manifestly too early to undertake to pass judgment upon this experiment. It is not too early, however, to applaud the persons and the motives behind it. Even in the minds of people by no means convinced of the feasibility of the Henry George plan, there is a strong desire that his theories should be put fully and freely to the test in this country. In the present instance it seems that conditions are not altogether such as to insure an absolutely fair trial. Yet the experiment at Fairhope may prove sufficiently satisfying to warrant the carrying on of others on a larger scale and under improved circumstances.

It appears that it is still in order for Uncle Sam to make it clear to a goodly number of western land grabbers that stealing is none the less a theft even when the property stolen is taken from an Indian.

### The New Theater